

THURSDAY, 15 AUGUST 2019

5:30 PM PST

MONTEREY

AN EVENING WITH ASTON MARTIN



Sotheby's



IN ASSOCIATION WITH

ASTON MARTIN
WORKS



Lot 133 1961 Aston Martin DB4GT





Lot 122 | 1962 Aston Martin DB4 'SS Engine' Series IV



Sotheby's

MONTEREY

Thursday | 15 August 2019 | 5:30 p.m.

Friday | 16 August 2019 | 5:30 p.m.

Saturday | 17 August 2019 | 5:30 p.m.

LOCATION

Monterey Conference Center

1 Portola Plaza

Monterey, California 93940

ADMISSION - \$40

Admission is open to the general public during public preview hours only. Admission to the auctions on Thursday, 15 August, Friday, 16 August, and Saturday, 17 August, is for registered bidders, consignors, and qualified media only.

BIDDER REGISTRATION - \$300

Bidder registration includes admission for one bidder and one guest to all auction days.

PUBLIC PREVIEW

Wednesday | 14 August 2019 | 10:00 a.m.-8:00 p.m.

Thursday | 15 August 2019 | 10:00 a.m.-4:00 p.m.

Friday | 16 August 2019 | 10:00 a.m.-4:00 p.m.

Saturday | 17 August 2019 | 10:00 a.m.-4:00 p.m.

PRIVATE PREVIEW

(Registered bidders and consignors only)

Thursday | 15 August 2019 | 4:00 p.m.-5:30 p.m.

Friday | 16 August 2019 | 4:00 p.m.-5:30 p.m.

Saturday | 17 August 2019 | 4:00 p.m.-5:30 p.m.

GENERAL INQUIRIES

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Sotheby's

Dear Clients and Fellow Aston Martin Enthusiasts:

Over the years RM Sotheby's has taken great pride in holding some of the most successful, record-setting auction events hosted on the Monterey Peninsula. In certain years we've seen fit to add a dedicated offering on a special third evening focused exclusively on a specific theme or collection... This year is no exception. As Aston Martin marks the historic 60th anniversary of its outright victory at the 24 Hours of Le Mans, as well as the 100th anniversary of a longstanding collaborator, the venerable coachbuilder Zagato, the opportunity to present a dedicated evening that celebrates these milestones in collaboration with Aston Martin Works was particularly exciting.

It has been our pleasure to work with Aston Martin Works over the course of the last year, as our organizations have teamed up to present a superb offering of some of the most iconic Aston Martin motor cars. We have put together an offering that is not only of exceptional quality but also definitely one of the finest assortments and cross-sections of Aston Martin history, rarity, and desirability ever assembled in an auction setting. The legendary DB3S Works car and iconic James Bond 007 DB5 are momentous additions to the auction offering, as they are joined by a wide range of road- and race-going machinery, from Aston's earliest DB2s to the most modern Vanquish Zagato iterations.

As we look forward to a thrilling weekend in Monterey, RM Sotheby's congratulates the entire Aston Martin organization and extends its heartfelt gratitude to the superb Aston Martin Works team under the leadership of Paul Spires for a terrific team effort and an outstanding collaborative project.

We look forward to welcoming you at the Portola Hotel and Monterey Conference Center for an historic celebration of the marque that has come to define the quintessential British sporting cars.

Kenneth Ahn
President, RM Sotheby's

Barney Ruprecht
Specialist & Aston Martin Sale Manager, RM Sotheby's



ASTON MARTIN WORKS

A very warm welcome to the exceptionally exciting edition of the RM Sotheby's 'Evening with Aston Martin' blue riband sale in Monterey.

This superb new event showcases before a global audience of knowledgeable and discerning sports car collectors some of the most historically significant, and aesthetically pleasing, Aston Martin models ever created. The Monterey Car Week and Pebble Beach Concours d'Elegance is, of course, one of the great events of the classic automotive calendar, and it is a real honour for Aston Martin to feature so prominently this year, thanks in large part to tonight's sale.

Our new partnership with RM Sotheby's represents a step change in the brand's approach to the worldwide significance and appeal of its heritage cars, and I'm sure we are all very much looking forward to seeing this extraordinary catalogue of cars go under the hammer, as enthusiasts from around the globe curate and enrich their collections.

Of course as President of Aston Martin Works in Newport Pagnell, Buckinghamshire - the historic home of Aston Martin and the place where many of the cars being offered for sale were handmade by artisan craftsmen and women over the decades - it is a special pleasure for me to see these models celebrated on the global auction stage.

Production of the brand's growing range of luxury sports cars now takes place at the company's state-of-the-art factory at Gaydon, in Warwickshire where the most skilled designers, engineers and craftsmen and women create the classic Aston Martins of the future.

But Aston Martin Works can also lay claim to producing cars once again as, since 2017, the brand's growing catalogue of Continuation models - from the DB4 GT to the DB4 GT Zagato and forthcoming DB5 Goldfinger Edition - have all been manufactured at the Buckinghamshire site.

It bears repeating, then, that today's auction is something really rather special. The entire team at Aston Martin Works, and our friends at RM Sotheby's, wish you a fun and enjoyable evening.

Happy bidding, and good luck!

Paul Spires
President
Aston Martin Works

CLIENT SERVICE

BIDDER REGISTRATION

Bidding Requirements:

- Driver's License or Passport Identification
- Credit Card
- Bank Letter (please visit rmsothebys.com/bid for acceptable formats)
- Dealer License (if registering as a dealer)

We offer multiple bidding options should you choose to register, including:



ONSITE AND ADVANCE ONSITE REGISTRATION

Clients wishing to attend the sale can register on the preview and auction days by visiting the Registration Desk. You will be expected to present all listed bidding requirements and pay the \$300 registration fee. Should you prefer, you may register in advance to avoid on-site queues. To do this, please visit rmsothebys.com/registration or contact Client Service at +1 310 559 4575.



TELEPHONE REGISTRATION

If you are unable to attend the sale, we offer telephone-bidding services free of charge. An RM Sotheby's representative will call you at the phone numbers you provide approximately three to five lots before the lot of interest comes up for sale. They will then act as your liaison to the live bidding environment and place bids on your behalf, per your instruction. To register for phone bidding, please visit rmsothebys.com/registration or contact Client Service at +1 310 559 4575.



ABSENTEE REGISTRATION

Alternatively, you may prefer to leave a maximum bid with us in advance of the sale, which is known as an Absentee Bid. An RM Sotheby's representative will then represent this bid in the live auction room, bidding up to your maximum until you have either won the lot or your bid has been surpassed. To register as an absentee bidder, please visit our website at rmsothebys.com/registration or contact Client Service at +1 310 559 4575.



INTERNET REGISTRATION

Unlike in other online auctions, you can bid in real time during the live auction. The online bidding application will launch when the auction is scheduled to begin. Clients looking to bid over the Internet are urged to register in advance, as they will be required to create an account (username and password) prior to choosing the auction for which they wish to register. Please visit rmsothebys.com/registration and click on "Register to Bid" under Internet Bidding to create your account and register for the sale. Note: Internet bidding will not be available for lots with a low estimate of \$1,000,000 or greater.

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RM Sotheby's has a world-renowned support team that prides itself on providing the best experience possible to our clients. If you would like to register to bid or order catalogues, need assistance with concierge-like services, or if you have any questions about logistical processes, shipping, registrations, or general inquiries, our team is here to help.

CLIENT SERVICE REPRESENTATIVES



LEGEND

Ω **IMPORT DUTY:** Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.

† **NO INTERNET BIDDING:** Please note that Internet bidding is not available for this lot. Interested parties that are unable to attend the sale may register to bid by telephone or place a commission bid online at rmsothebys.com.

‡ **NO INTERNET BIDDING AND ADVANCE REGISTRATION REQUIRED:** This particular lot is available only to specially credentialed bidders who have registered their interest with RM Sotheby's ("RMS") in advance of the auction. Please also note that Internet bidding is not available for this lot. Credentialed bidders that are unable to attend the sale may register to bid by telephone or place a commission bid online at rmsothebys.com. Please contact Client Service at clientservices@rmsothebys.com for further information.

△ **MINIMUM PRICE GUARANTEED FOR CONSIGNOR:** The Consignor of lots with this symbol has been guaranteed a minimum price for this lot. The guarantee may be provided by RM Sotheby's ("RMS") or jointly by RMS and a third party. RMS and any third parties providing the guarantee with RMS may benefit financially if a guaranteed lot is sold successfully and may incur a loss if the sale is not successful. In some cases, a party may provide RMS with an irrevocable bid on a guaranteed lot that will be executed during the sale. In such cases, the irrevocable bidder will be compensated based on the final hammer price in the event that he or she is not the successful bidder.

◇ **OWNERSHIP INTEREST:** Lots with this symbol indicate that RM Sotheby's ("RMS") has an ownership interest in the lot in whole or in part.

GETTING TO MONTEREY

AIRPORTS

Monterey Regional Airport (MRY)

200 Fred Kane Drive

Monterey, California 93940

10 minutes by car to the Portola Hotel

San Francisco International Airport (SFO)

Highway 101

San Francisco, California 94128

2 hours by car to the Portola Hotel

San Jose International Airport (SJC)

1701 Airport Boulevard

San Jose, California 95110

1 hour, 20 minutes by car to the Portola Hotel

CAR SERVICES

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Coastal Yellow Cab of Monterey

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WHERE TO STAY

Finding accommodations on the Monterey Peninsula during Car Week can be difficult. We advise clients without accommodations to contact Azar Khosrowshahi at +1 310 559 4575 or azar@rmsothebys.com for assistance. We also recommend clients search properties in the Monterey Bay communities on Airbnb.com and on Vrbo.com. There are many charming properties available for rent, giving you the added comfort of home-like amenities during your stay.

WHILE IN MONTEREY

PARKING

Parking at the Portola Hotel is reserved for guests of the hotel. Additional parking is available in Monterey at the following locations:

City of Monterey East & West Garage

340 Tyler Street (between Del Monte Avenue and Franklin Street East)

\$10 per car/night

Fisherman's Wharf Lot 1

269 Figueroa Street (located off Del Monte Avenue)

\$15 per car/night

VALET SERVICES

Limited parking spots will be available for valet on Thursday, Friday, and Saturday evenings. These spots will be available in the front drive of the Portola Hotel, at a cost of \$40 per vehicle (kindly note that only cash payment will be accepted). Clients are advised to come early, as spots will be offered on a first-come, first-served basis.

SHUTTLE SERVICE TO THE PEBBLE BEACH CONCOURS D'ELEGANCE

RM Sotheby's clients are invited to take advantage of our complimentary shuttle service to the Pebble Beach Concours d'Elegance on Sunday, 18 August. The first shuttle will depart the Portola Hotel in Monterey at 9:15 a.m., with additional shuttles scheduled every half hour, with the final collection at 4:45 p.m. The drop-off point at the Pebble Beach Concours d'Elegance is the vintage street clock, located at the drive-entrance to the Pebble Beach Lodge. The final shuttle to bring clients back to the Portola Hotel is scheduled for 5:30 p.m. from Pebble Beach. Clients are asked to show RM bidding or guest credentials to gain access to this shuttle service.

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Financial Services

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The RM Sotheby's team of over 25 car specialists represents the largest and most diverse group of car experts in the industry. Collectively, our car specialists bring exceptional knowledge, market insight, and experience to advise both sellers and buyers of motor cars. Our specialists are true enthusiasts—respected

vintage racing drivers, senior auction industry leaders, and automotive historians—who hold relationships with the world's leading collectors. We have a highly collaborative culture where our car specialists work together as a team and leverage their respective areas of expertise.



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*Dutch
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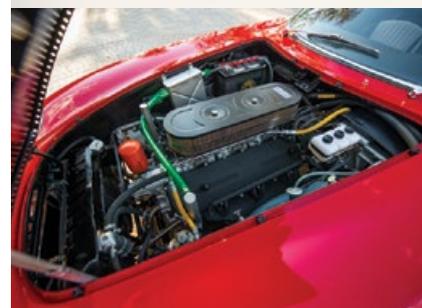
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On display in Monterey and available for immediate acquisition.



1966 Ferrari 275 GTB/C

Coachwork by Scaglietti
Chassis no. 09067

TO DISCUSS WITH A SPECIALIST, CONTACT
private@rmsothebys.com

Ferrari Classiche–certified

Highly original and fully matching numbers throughout

The ninth of twelve 275 GTB/C's produced in 1966

Successful period racing history

Fully restored by Mark Allin in 2017

Platinum Award at the 2018 Cavallino Classic

Presented at the 2017 Pebble Beach Concours d'Elegance

Highly eligible for vintage racing and international
concours events

Chassis 09067 was destined for one of Ferrari's most important privateer clientele, Luciano Conti, who was the founder and publisher of the Italian magazine *Auto Sprint*. Conti provided 09067 to the developing racing driver and future Scuderia Ferrari team driver Arturo Merzario. Subsequently, the car was successfully raced to multiple victories by Cesare Marchesi in several Italian hill climbs. Offered with Ferrari Red Book Classiche certification confirming its fully matching numbers, a recent full restoration, as well as a subsequent Platinum award at the 2018 Cavallino Classic, this 275 GTB/C is confirmed to be among the most original and well-sorted examples on the planet.

MONTEREY

Please note all of the lot descriptions in this auction catalogue rely on information provided to RM Sotheby's by external sources including but not limited to consignors, third-party historians, and experts. Please note the bidder is responsible for any and all due diligence including but not limited to inspections and verification of the condition, authenticity, completeness, statements made in reference to, and any and all other matters regarding any motor car or any other lots offered in an RM sale.

As such, under no circumstances will RM Sotheby's be liable for any claim made by the buyer more than 20 business days from the date of the sale. The complete and overriding Conditions of Business, which the bidder is bound by, are found at the back of this catalogue and online at rmsothebys.com.



Lot 111 | 1965 Aston Martin DB5 "Bond Car"

Thursday | 15 August 2019 | 5:30 p.m.

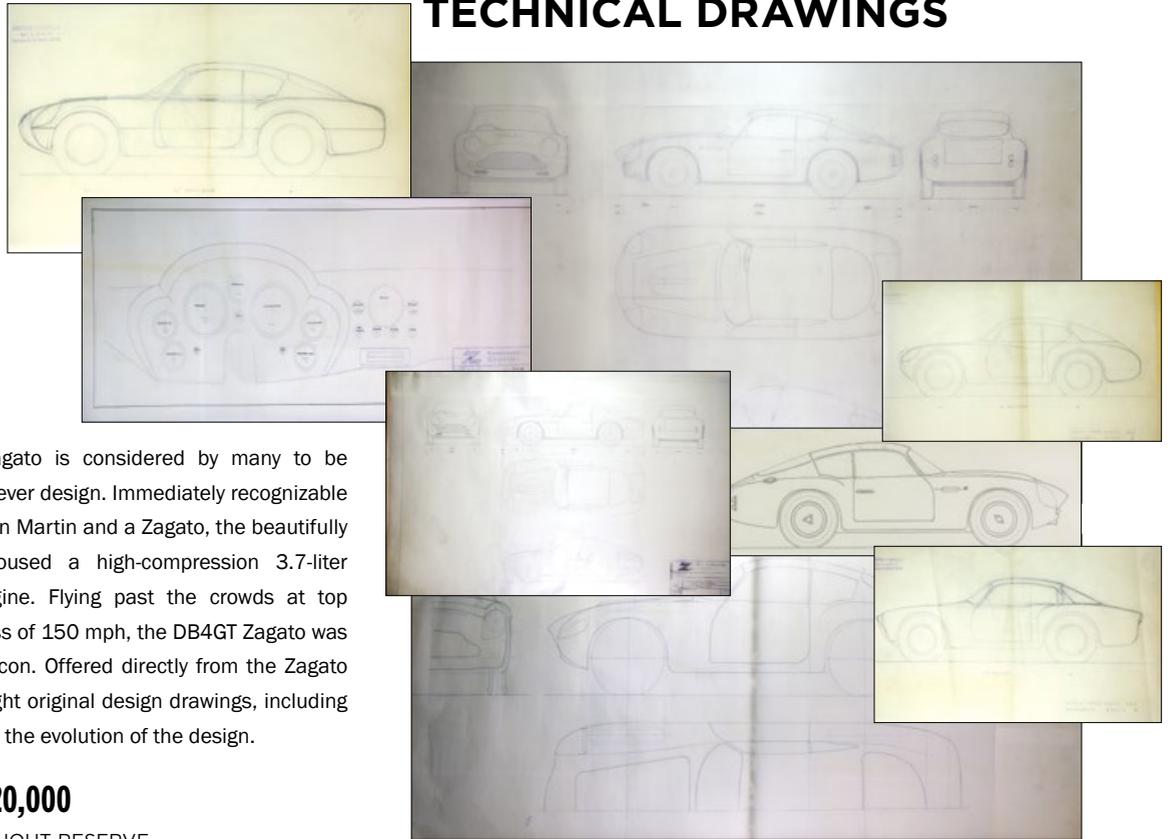
LOTS 101-136



Sotheby's

ASTON MARTIN DB4GT ZAGATO 101 TECHNICAL DRAWINGS

8 pieces
11.5 × 20 in.
11.5 × 20.5 in.
11.5 × 20 in.
17 × 44 in.
30.5 × 60 in.
27.5 × 43 in.
26 × 41.5 in.
6 × 27 in.



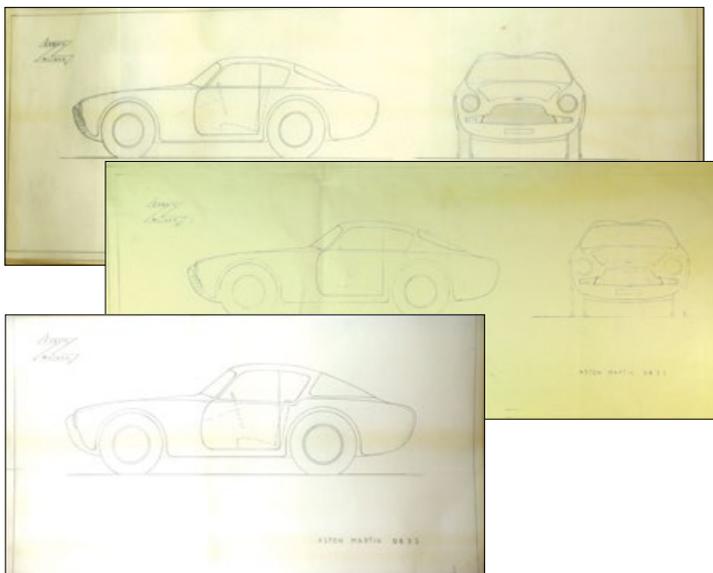
The DB4GT Zagato is considered by many to be Zagato's finest-ever design. Immediately recognizable as both an Aston Martin and a Zagato, the beautifully fluid shape housed a high-compression 3.7-liter straight-six engine. Flying past the crowds at top speeds in excess of 150 mph, the DB4GT Zagato was an immediate icon. Offered directly from the Zagato archives are eight original design drawings, including a trio displaying the evolution of the design.

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE

102 ASTON MARTIN DB3S ZAGATO TECHNICAL DRAWINGS

3 pieces
18.5 × 24.5 in.
18.5 × 37 in.
13.5 × 35 in.



Though Zagato was never asked to build a body for the DB3S, these drawings do appear similar to the fixed-head coupe bodies that were originally fitted to DB3S/6 and DB3S/7. Unlike the customer coupes, the Works cars had the larger back window and bumper-less rear as depicted in these drawings. These three unique, original design drawings are being offered directly from the Zagato archives.

\$5,000 – \$8,000

OFFERED WITHOUT RESERVE



103

1992 ASTON MARTIN VIRAGE COUPE

CHASSIS NO.
SCFCAM2S8NBL50327

\$50,000 – \$70,000

OFFERED WITHOUT RESERVE

One of just 54 built for North America

Offered from the third owner

Recent comprehensive service

The replacement for Aston Martin's long-running V-8 models was introduced in 1988 at the Birmingham Motor Show. The Virage's hand-formed aluminum body was remarkably modern in its execution. Although Aston Martin was in the process of being acquired by Ford, the Virage was anything but utilitarian. Each Virage utilized 40 sheets of steel for the bodywork, nine Connolly hides, and 17 yards of Wilton carpet—each took 14 weeks to build. Aston's managers noted with some pride that each of the hand-built bodies was different in detail.

The Virage was more than a luxury gentleman's express, however. The 330-horsepower, 5.3-liter engine, now with four valves per cylinder and Weber-Marelli fuel injection, was engineered by Callaway in Connecticut, better known for their tire-shredding work on twin-turbocharged Corvettes. Both manual and automatic options were available; the car offered here is equipped with the three-speed automatic.

Only 54 Virage coupes were exported for the North American market. As one of those rare vehicles, chassis 50327 left Newport Pagnell for the U.S. in September 1991. According to the build sheet on file, this car was finished in Connock Black with Parchment trim and hood, and black carpet—the colors it continues to wear today. The Virage didn't find an owner until Mr. Edward Cohen of Palm Beach, Florida, purchased the car in July 1994—not unusual, as the price of the Virage meant that only the very wealthy could afford one.



The Carfax report on file notes that chassis 50327 was titled in New York in 1998, where the car remained until it was acquired by the current owner. In 2018, the Virage had a comprehensive service totaling \$25,000, part of which included sending the electronic odometer to England to ensure proper working order.

Recently serviced and still in its original color combination, this beautiful Virage represents a bygone era of handcrafted excellence. A perfect union of luxury and performance, this Aston Martin Virage is a must-have for any collector.





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◇ 2003 ASTON MARTIN DB AR1

COACHWORK BY ZAGATO

CHASSIS NO.
SCFAE62303K800016
SERIAL NO. **016/099**
ENGINE NO. **00443**

\$325,000 – \$375,000

Less than 100 original miles

Stunning Zagato-bodied Aston Martin

The 16th of only 99 examples built

Finished in Tungsten Silver over White leather

Optional aluminum shift knob and dash switches

Includes original owner's manuals, two umbrellas, and numbered car cover

Looking to reinvigorate sales and interest in the Aston Martin brand, Ford teamed up with the legendary Italian coachbuilder Zagato in 2002 to create a limited-production grand touring car in the spirit of the DB4 GT Zagato of the 1960s and the V8 Vantage Zagato of the 1980s. In designing a car more alluring than the current model DB7, a car already considered to be one of the most attractive of

its era, Zagato certainly had their work cut out for them. However, the Italian design house did not disappoint, and the resulting cars, the DB7 Zagato and DB AR1, are considered by many to be two of the most attractive Aston Martins ever produced. Although the DB7 Zagato coupes were only available in the European and Asian markets, the roadster was produced especially for the American market, hence the "AR1" designation.

First shown at the 2003 Los Angeles Auto Show, the DB AR1 was an exciting, fully open roadster that remained largely similar to its closed sibling. It was instantly regarded as one of the best designs that either Aston Martin or Zagato had ever produced. It offered time-honored Zagato design cues with a modern flair combined with exceptional performance. It quickly became one of the most desirable Aston Martins of modern times.



The AR1 accelerates from 0–60 mph in just 4.9 seconds and offers a top speed of 186 mph, figures only slightly bettered by the legendary Vanquish. It is powered by the more powerful “GT” version of the 6.0-liter Vanquish V12 with 435 bhp on tap. The active sports exhaust system with rear muffler bypass valves provides the DB AR1 with a very distinctive and thoroughly exciting exhaust note befitting such an automobile. The DB AR1 is also fitted with the DB7 GT quick-shift gear lever and special multi-spoke 19-inch alloy wheels with low-profile tires for excellent road-holding performance. Braking is supplied by Brembo discs and a V12 Vanquish brake booster unit for a firmer and more consistent pedal feel.

This example is finished in a stunning Tungsten Silver over an All-Soft White leather interior that is adorned with diamond-

pleated front and rear seating and envelops the driver and passengers in a world of comfort. The five-spoke alloy wheels are offset with tasteful red-painted brake calipers. Other options include embroidered over mats, a satellite navigation system, power folding mirrors, and aluminum switches, including the gearshift knob. Also included is a serial-numbered car cover, a set of matching umbrellas, as well as the original owner’s manual, window sticker, and spare key fob.

The DB AR1 remains as popular and iconic today as when it was first built, and opportunities to acquire one are few and far between. This example, in excellent colors and with less than 100 original miles, would make a superb addition to any connoisseur’s stable.





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2003 ASTON MARTIN DB7 VANTAGE VOLANTE 'LA AUTO SHOW'

CHASSIS NO.
SCFAB42383K403554

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Displayed at the 2003 LA Auto Show

Presented at the world debut of the DB AR1

Uniquely specified by Aston Martin

Their fastest open-top model at the time

Only 12,500 miles from new

Marking the return of the six-cylinder Aston Martin, the DB7 was launched in March 1993 at the Geneva Motor Show. Six years later, Aston Martin squeezed its first production 12-cylinder engine into the DB7 to create the potent Vantage. For the first time since the DB6 Mk II, the marque announced the coupe and the convertible Volante simultaneously, made possible by increased production capabilities at the new factory in Bloxham.

The DB7 Vantage Volante, as offered here, was largely similar to the coupe. The newly designed body was transformed with a larger nose intake, a modified grille and lamps, and a new rear bumper. In order to take the weight and power of the larger V-12 engine, the chassis was strengthened with stiffer springs, new front wishbones and uprights were included, and a cruciform brace at the rear reduces axle tramp under hard acceleration. Equipped with an all-aluminum alloy V-12 engine married to the optional Touchtronic transmission, the car has an electronically limited top speed of 165 mph, with a maximum power output at a whopping 420 bhp. At the time, the DB7 Vantage Volante was Aston Martin's fastest open-top vehicle, with a dash to 60 mph taking just 5.1 seconds.



Chassis 403554 is a particularly special DB7 Vantage Volante, as it was crafted by Aston Martin to display alongside the brand-new Zagato-bodied DB AR1 at the 2003 Los Angeles Auto Show (as noted on the car's doorsills). Ordered to showcase new 2003 model year trim packages, this Volante is beautifully finished in unique two-tone Atlantic Blue and Ivory along the dash, seats, and center console, accentuated by Atlantic Blue piping along the blue carpets. The only DB7 in these colors, the exterior is finished in subtle Solway Grey.

The Carfax report on file notes that the car was sold into private ownership in July 2005, having been driven just 1,082 miles.

The following years saw the Vantage Volante move around the Southwest, ultimately settling in Texas. A full service was performed at Aston Martin of Dallas in 2013. By 2017 chassis 403554 was acquired by its current owner in Arizona. For a model that has increasingly become a favored driver among Aston enthusiasts, this DB7 is incredibly low-mileage—showing under 12,500 miles from new.

Factory specified and one of a kind, this low-mileage Aston Martin show car is offered in virtually as-new condition.





106

1969 ASTON MARTIN DB6 MK 2 VANTAGE

CHASSIS NO. **DB6MK2/4125/L**
ENGINE NO. **400/4355/VC**

\$500,000 – \$600,000

One of just nine left-hand-drive DB6 Mk 2 Vantages built
Incredibly rare left-hand-drive example
Older restoration by Goldsmith and Young
Matching-numbers example; equipped
with five-speed ZF gearbox
The final and most refined derivative of the
Superleggera-series Aston Martins





By 1969, Aston Martin was winding down production on the DB6—the iconic model had evolved from the DB4 and was now over a decade old. As attention turned towards the newer, more modern-looking DBS, Aston Martin unveiled a final swan song—the DB6 Mk 2.

Mechanically, the Mark 2 was largely unchanged from its predecessor; the Borg & Beck clutch plate was replaced with a 10.5-inch version, and the previously optional power-assisted steering was now fitted as standard. Both the ZF five-speed manual gearbox and the automatic transmission were available; however, a new option of Brico fuel injection was offered and fitted to just 46 cars. Visually, the new Mark 2 benefitted from several DBS



components utilized to keep costs down while subtly upgrading the look of the DB6. Most recognizable of these upgrades are the wider 8.15×15-inch Avon wheels, which necessitated flared front and rear wheel arches. Previously optional three-ear knockoffs were fitted as standard, and the interior was redesigned to more closely resemble the DBS—including trimming the front seats with pleated leather.

As was customary for Aston Martin, the Vantage engine was available as an option to those owners who wanted that extra power boost. Having evolved from the DB4 Special Series engine first seen in 1961, Vantage engines were fitted with three Weber carburetors instead of the standard two. In the highest “C” state of tune, the DB6 Mk 2 Vantage engine now produced 325 bhp as compared to the standard 282 bhp. Only 71 Mark 2s were fitted with the Vantage engine from new, of which only a handful were delivered left-hand-drive, including the example offered here.

With production of the Mark 2 lasting for less than a year, a majority of the cars ordered were right-hand-drive. Offered here is one of the very rare left-hand-drive Mark 2s, thought to be one of just nine ever made. Chassis DB6MK2/4125/L was originally ordered by Archduke Joseph Árpád of Austria to his





residence in Switzerland. The car subsequently made its way to Belgium, where it resided for many years in a prominent Aston Martin collection. After passing into the United Kingdom in the late 1990s, a comprehensive restoration was undertaken by Goldsmith and Young of London. At the same time, the engine was rebuilt by Aston Martin specialist R.S. Williams. Painted in the handsome color of silver over black leather, the restoration still presents in good condition.

One of the rarest David Brown-era Aston Martins, and the culmination of over a decade of engineering advancement, this matching-numbers DB6 Mk 2 Vantage is a wonderful example of the British "Gentleman's Express."



107

2018 ASTON MARTIN VANQUISH ZAGATO COUPE

CHASSIS NO.
SCFLMCPZOJGJ33746
SERIAL NO. **87/99**

\$600,000 – \$800,000

One of only 99 Vanquish Zagato coupes produced
Less than 500 original miles, virtually as-new throughout
Includes beautiful bespoke Schedoni three-piece luggage set
A stunning collaboration between Zagato and Aston Martin



Aston Martin's relationship with Ugo Zagato's Milan-based *carrozzeria* dates to the now-infamous 1961 DB4GT Zagato. A conspicuous combination of British engineering clothed in a lightweight aerodynamic swooping body, it is now considered one of the most desirable Aston Martins ever produced.

However, despite their modern appeal, just 19 were sold in the early 1960s, and this limited popularity caused relations between the two companies to lie dormant for close to three decades. Indeed, it was not until 1986, when Zagato's Giuseppe Mittino made a success story out of his interpretation of the concurrent Aston Martin V8, creating the V8 Zagato and V8 Zagato Spyder, that the relationship was resuscitated. Since then the relationship has gone from strength to strength, spawning the DB7 Vantage Zagato, DB AR1, V12 Zagato, and numerous other concepts and design studies along the way.

It was at the prestigious 2016 Concorso d'Eleganza Villa d'Este that Aston Martin announced the details of the latest collaboration between the two great companies: the 2017 Vanquish Zagato. Production was limited to just 99 examples, and while the car is a quintessential Aston Martin, the svelte carbon-fiber bodywork, deep Z grille, rounded rear lights, and trademark double-bubble roof are pure Zagato. Aston Martin outfitted the car with the same powertrain as found in the Vanquish S, meaning 595 bhp, albeit exhaling through a freer-flowing exhaust for an even more glorious soundtrack.

Performance is suitably stellar: 0-62 mph in 3.5 seconds and a top speed the right side of 200 mph. Keeping all the power in check is a lightly tweaked chassis with slightly firmer damping and a carbon-ceramic braking setup that is more than up to the task. As *AutoExpress* discovered when road testing the car, "the





changes might seem incremental, but add them all up and the car as a whole feels tremendous.”

This Vanquish Zagato coupe is a stunning low-mileage example, specified in the stealthy combination of Scorching Black with black fifteen-spoke wheels, black textured exhaust-pipe finishers, and black window surrounds. Its red calipers are matched on the inside by its Spicy Red Caithness leather upholstery, with the additional options of ventilated seats, herringbone trim, the desirable One-77-style steering wheel, and one extra crystal glass key. Furthermore, the car includes the beautiful and bespoke matching three-piece Schedoni luggage set, as well as a custom-made matching car cover. It is a single-owner example and, as is to be expected with less than 500 miles, it presents as a new car and is pristine throughout.

Every Aston Martin collaboration with Zagato has produced instantly recognizable, collectable cars, and the Vanquish Zagato is no exception. An intoxicating blend of British and Italian design paired with the increasingly rare sight of a naturally aspirated V-12 engine under the bonnet, this Zagato would be a fine acquisition for even the most discerning collector.







108

Ω † **1965 ASTON MARTIN
DB5 SHOOTING BRAKE** COACHWORK BY RADFORD

CHASSIS NO. **DB5/2273/L**
ENGINE NO. **400/2241**

\$1,000,000 – \$1,400,000

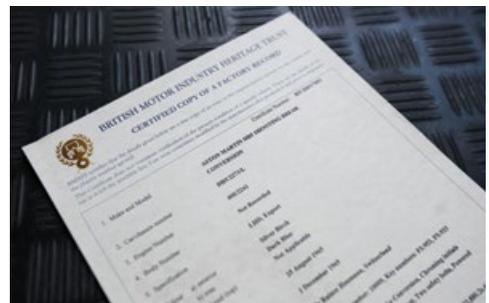
One of 12 factory DB5 shooting brakes;
only four left-hand drive

Always remained in Switzerland with
only three private owners

Original matching-numbers engine and Dark Blue upholstery

Fully documented with comprehensive history file

Accompanied by BMIHT certificate





While the DB5 saloon might be the ultimate Gentleman's Express, there was one man who was able to find a flaw with the iconic model—David Brown himself. An avid sportsman, Brown grew frustrated with his company car after realizing that he could not fit his polo gear in the luggage compartment. Worse still, his hunting dog was chewing the plush leather seats. As the story is told, Brown entered a board meeting at which some of his engineers were in attendance, plunked his hunting dog down on the table, and said, "Build me something for him to sit in."

The result, a shooting brake built on the DB5 chassis, was so handsome that several customers requested their own. At the time, the factory was too busy building the regular DB5, so Brown

asked Harold Radford's new coachbuilding business to assist with the demand. Known today as the Radford Shooting Brakes, just twelve DB5 examples were ever built, only four of which were fitted with left-hand drive for export.

Offered here is one of these incredibly rare models, chassis DB5/2273/L. As evidenced by the accompanying build sheet, this DB5 was ordered new with the Shooting Brake conversion. It was an enormously expensive process, which, at the time, cost about twice the average price of an English house. Perhaps the sum was appropriate, as the work involved rebuilding the car from the windscreen back. The tubular structure of the roof was cut away and extended with steel fabrications, and a single-piece rear hatchback was fitted. Inside, the shooting brake was modified to hold all the equipment David Brown could want. With rear seats that folded down, the car offered a full payload space of more than 40 cubic feet. Even with this extra space, Radford claimed the shooting brake was still more than capable of a top speed of 150 mph and braking from 100 mph to a complete stop in just six seconds.



One of the even rarer left-hand-drive shooting brakes, this DB5 was sold new to Mr. Rainer Heumann of Switzerland and dispatched on 1 December 1965. On top of the shooting brake conversion, Mr. Heumann also specified the optional extras of a power-operated radio aerial, two safety belts for the front seats, a detachable headrest for the passenger front seat, and the inscription of his initials on each door. For 30 years, Mr. Heumann used the Aston Martin as his daily driver, having repainted it Cumberland Grey in the 1980s. Upon his passing in 1996, the DB5 was in need of restoration, and five years later the car was sold from the family estate.

In 2003, chassis DB5/2273/L was purchased by its second Swiss owner, who undertook a complete body and chassis restoration by Aston Engineering. The body was refinished in Grigio Quartz.

The Radford steel tubing in the roof structure was re-enforced, and the original DB6 taillights were replaced by DB5 lights as were featured on David Brown's original shooting brake. At the time the engine was upgraded to Aston Engineering's 4.2-liter specification, and the original automatic transmission was replaced with a five-speed ZF gearbox.

In 2009, the Aston Martin passed into its current ownership. An avid Aston Martin enthusiast, the owner immediately undertook a comprehensive overhaul and rectification led by Aston Martin specialist R.S. Williams. The engine was once again upgraded—this time to 4.7 liters but fitted with the proper triple SU HD8 carburetors. Suspension upgrades, including R.S. Williams springs and shock absorbers, were fitted, as were the correct 15-inch-diameter wheels. The body was repainted in the original



and attractive shade of Silver Birch. The Cavalry Grey carpets were swapped for Dark Blue to match the re-trimmed interior. To complete the project, Fiamm air horns were fitted, as had been originally optioned.

The rarest DB5 variant ever made, the factory-sanctioned DB5 shooting brake is the perfect combination of elegance, luxury, and practicality. Offered with a comprehensive history, this exceptional Aston Martin is presented as beautifully as the day it left Radford for Switzerland.





109

1987 ASTON MARTIN V8 VANTAGE ZAGATO

CHASSIS NO.
SCFCV81Z8HTL20043
ENGINE NO. **V/580/0043/X**

\$475,000 – \$575,000

The last V8 Vantage Zagato built
One of just 15 left-hand-drive coupes
Desirable five-speed manual gearbox
Only 4,173 km since new
Presented at the Quail in 2018 and the 2019
Greenwich Concours d'Elegance
Recent major service by RS Williams





Modern, macho, even menacing all describe the provocative design of the V8 Vantage Zagato when it was introduced at the 1986 Geneva Motor Show, featuring lightweight construction techniques and the distinctive double-bubble roofline for which the Milanese coachbuilder is known. This model was the second in a line of legendary collaborations between Aston Martin and Zagato. As such, it was no surprise when avid collector Sheikh Abdul al Thani of the Qatari royal family put in an order for one later that year—what would become chassis number 20043.

The initial build sheets show that 20043 was ordered in Middle Eastern left-hand-drive, manual five-speed specification. After completion in September 1987, that car was never exported and



remained based in the United Kingdom for continental cruising. Alas, in mid-1989, the car was involved in a dramatic road accident in Spain. It returned to Aston Martin Lagonda's service department with instructions to rebuild the vehicle as new—no expenses spared.

In negotiations with the insurance company, the decision was made to build a brand-new car reusing the existing chassis number. The original X-Pack-specification engine was fully rebuilt and fitted to the new chassis, which was then sent to Milan, where a completely new body was fabricated by Zagato. Interestingly, as Zagato were coming to the end of production of the V8 Volante Zagato, the new 20043 incorporates several of the running upgrades found on the later cars—including a more luxurious interior with ebony-finish trim, Alcantara headliner, and a locking center console, as well as the more attractive rear bumper.

In keeping with the new build, the V8 Vantage Zagato was also ordered in different colors; the 1989 sales indent reports the current combination of Litchfield Black over Parchment leather as original to this car. Delivered factory-fresh in July 1991, chassis 20043 was the last V8 Vantage Zagato to roll out the door. With the mileage starting anew, today the car shows a mere 4,200 km.



After passing out of al Thani's ownership, the Zagato was owned by a notable Aston collector until 2017, when it was acquired by the consignor, who invested much time and effort in researching the fascinating history of this car. Upon purchase it was sent to marque experts RS Williams in the United Kingdom for a full recommissioning service, which included the fitting of four new Michelin Pilot Sports tires subsequently mounted to factory-supplied late V8 Vantage Ronal-style wheels. The V8 Vantage Zagato was then presented at the Quail in 2018 and also shown in the feature Zagato Centenary class at the 2019 Greenwich Concours d'Elegance.

Both lighter and faster than the already-world-beating V8 Vantage X-Pack, the performance is staggering and was compared in the day to that of the Ferrari F40. Certainly among the lowest-mileage examples extant, this V8 Vantage Zagato is offered with historical and maintenance documentation, the original Zagato-exclusive Speedline wheels (FOB Massachusetts), rare handbook, and tool roll—carefully preserved from new and recently recommissioned by experts.







110

2006 ASTON MARTIN VANQUISH S

CHASSIS NO.
SCFAC243X6B502007

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

Desirable two-seater Vanquish S

One of only 326 examples imported to the U.S.

Highly desirable serial no. 007

Showing 17,000 miles from new

At the 2004 Paris Motor Show, “the fastest production model ever to be built by Aston Martin” was unveiled—the Vanquish S. While this title has since been taken over by the One-77 and the V12 Vantage S, at the time the claimed maximum speed of 200 mph was jaw-dropping. In order to reach the magical 200 mph mark, the 6.0-liter V-12 engine was fitted with new cylinder heads featuring fully machined inlet ports and combustion chambers to improve airflow, revised engine mapping, and new fuel injectors. The result was an increase in power output to 520 bhp and 425 ft lb of torque.

In addition to the engine upgrades, the optional Sports Dynamics package offered on the Vanquish was fitted as standard on the Vanquish S. These upgrades included stiffer springs and dampers and shorter steering arms. Revised steering geometry provided a 20% quicker response, allowing the driver to apply more precise input and receive more accurate feedback from the chassis. The brakes on the Vanquish S were upgraded to account for the higher performance—larger six-piston calipers were fitted, and the rear discs were wider to improve heat dissipation. A new brake-pedal assembly enhanced pedal feel.

The changes made to the Vanquish S were not just mechanical—a redesigned boot lid improved balance and stability and achieved a lower coefficient of drag. The revised deeper-profile front

grille was given six horizontal slats instead of the previous nine, and an added splitter improved high-speed stability. At the rear, the larger windscreen improved visibility.

Aston Martin continued tradition with Bridge of Weir leather, seen here in two-tone Black and Red with red accent stitching. The center console, previously painted as standard, was now covered in leather. As seen here, the Vanquish S featured a large, fixed full-color DVD satellite navigation screen, set beautifully in the platinum-and-leather console. Although a 2+2 option was available, this example was specified in the

far more sporting two-seater configuration. Included is a clean Carfax report, service book, two sets of keys, Vanquish car cover, Aston Martin battery tender, Lamy pen, and original umbrella. Furthermore, the car recently received an up-to-date dealer service for \$10,000.

The pinnacle of the first generation of Vanquish, the Vanquish S is a quintessentially British grand tourer and the last of the truly hand-built Aston Martins. This special example, with its unique serial no. 007 and spectacular colors of Jet Black over two-tone Iron Ore and Black, certainly cannot be missed.



111

ΔΩ‡ 1965 ASTON MARTIN DB5 "BOND CAR"

CHASSIS NO. DB5/2008/R
ENGINE NO. 400/1995

\$4,000,000 – \$6,000,000

Extremely rare and pristine example of
"The Most Famous Car in the World"

One of two examples directly purchased by Eon
Productions for the launch of *Thunderball*

The third of four examples built per Q Branch
specifications as featured in *Goldfinger*

Benefits from just three private caretakers,
including noted collector Lord Bamford

Restoration completed in 2012, including refurbishment
of all 13 original special-effects modifications

Fabulous example of the special-effects wizardry of two-
time Oscar winner John Stears, as designed by Ken Adam

Documented with factory build sheet, prior British
registration, and restoration photos and invoices

Subject of numerous magazine articles and books

The most iconic and recognizable Aston Martin ever built
Aston Martin Assured Provenance on file







No one could have predicted back in 1965 the fabulously successful multi-decade synergy that would develop when two men from the movie business visited Aston Martin's Newport-Pagnell plant in late 1963. Ken Adam and John Stears, respectively a production designer and a special effects man, were on a mission from producers Albert "Cubby" Broccoli and Harry Saltzman. They were to source a pair of the latest Aston Martins for use in Eon Productions' third adaptation of an Ian Fleming novel, again about the virile MI6 superspy with a license to kill, James Bond. It was called *Goldfinger*.

In typical moviemaking fashion, the producers wanted two near-identical cars to fulfill various roles during filming. One would be required for stunt driving and chase sequences and therefore needed to be lightweight and fast. The other, to be used for interior shots and close-ups, was to undergo several functional modifications created by Stears, the kind that would furnish James Bond with an unprecedented amount of gadgetry.

Despite the filmmakers' expectation that Aston Martin would happily give them two cars for promotional benefits, marque president David Brown insisted that the production company buy the cars outright. Eventually a compromise was reached in which two cars were loaned to Eon Productions for the duration of filming, after which they would be returned to Aston Martin.

Though John Stears' revolutionary Oscar-winning work on the original *Star Wars* movie of 1977 was yet more than a decade away, his ingenuity was already evident in the modifications that he made for the special-effects Aston Martin. The first James Bond car was also the DB5 prototype and bore a special chassis number prefix denoting it as a development project, DP/216/1. As Desmond Llewelyn's legendary weapons-master Q would go on to explain to Sean Connery's 007, the Snow Shadow Gray-painted DB5 was equipped with front and rear hydraulic over-rider rams on the bumpers, a Browning .30-caliber machine gun in each fender, wheel-hub-mounted tire slashers, a retractable rear

bulletproof screen, an in-dash radar-tracking scope, oil-slick, caltrop, and smoke-screen dispensers, revolving license plates, and a passenger-seat ejection system. Also equipped, although never used during the film, was a telephone in the driver's door to communicate with MI6 headquarters, as well as a hidden compartment under the driver's seat containing several weapons.

"Ejector seat?" Bond exclaimed with a smile. "You're joking!"

"I never joke about my work, 007," retorted Q, deadly serious.

The smash success of *Goldfinger* was also a success for Aston Martin, which received free promotion around the world and saw DB5 sales surge to fuel an unprecedented level of production. The producers at Eon took notice of the enormous appeal and potential

marketing opportunities. In preparation for *Thunderball's* release, the company ordered two more DB5 saloons, receiving chassis nos. DB5/2008/R (the featured example) and DB5/2017/R. The two cars were shipped to the United States for media duties for *Thunderball*. One was dispatched to the East Coast, and the other to the West. The latter DB5 even appeared at Laguna Seca as a pace car driven by Jackie Stewart.

Both cars were fitted with all of Adam's *Goldfinger* modifications, but this time the gadgets were installed by Aston Martin and intended to be more durable than those on DP/216, whose gadgetry was comparatively very primitive, as they were never designed to function for more than one take, thanks to careful editing! This car's gadgets, on the other hand, were designed and built to function repeatedly on command, as they do today.

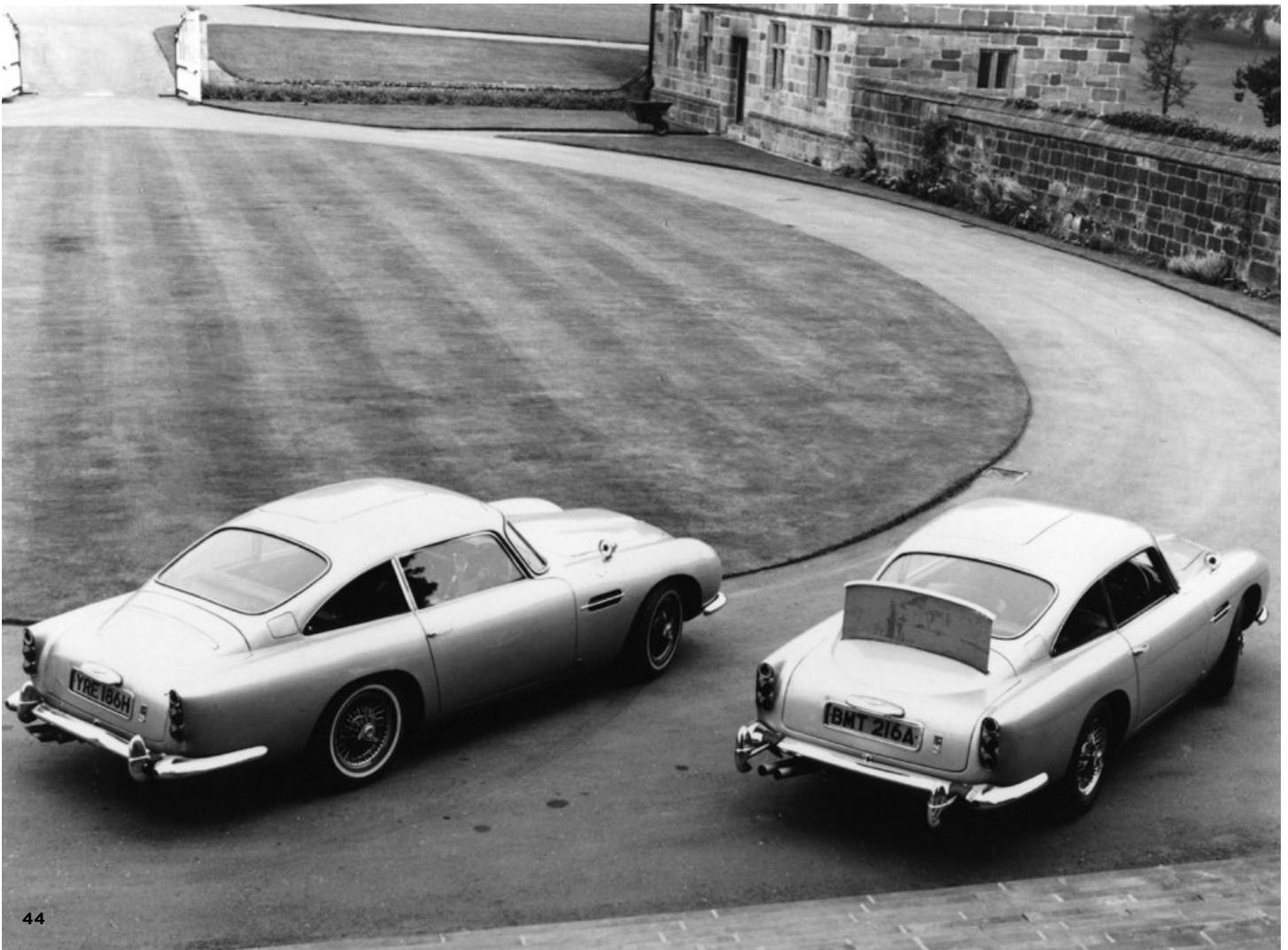


After completion of *Thunderball*, the two cars were largely mothballed as yet two more Bond films followed with different automobiles in the hero roles. Accordingly, the production company's parent financier, the Swiss-based Danjac S.A., quietly offered the two cars for sale in 1969, and they were soon bought as a pair by the well-known British collector Anthony (now Lord) Bamford. He quickly sold 2017/R but retained possession of 2008/R until 1970, and the British registration for the car in his name remains on file. The Aston Martin build record lists Eon Productions as the original purchaser along with the important designation of this being a "Bond Car." Under Bamford's ownership the saloon returned to the factory for service, and it received a host of freshening and mechanical measures, all of which are documented on the build record.

Bamford then sold DB5/2008/R to B.H. Atchley, the owner of the Smokey Mountain Car Museum in Pigeon Forge, Tennessee. The unique Aston Martin was soon featured as the museum's centerpiece in a rather unusual display, as the car was encased in a large wire-mesh cage that was bolted to the floor, ensuring it would never be idly touched or pawed by starstruck visitors. The DB5 remained in this pristine state of display for 35 years, receiving regular start-ups for exercise during this time.

In 2006, RM Auctions was privileged to offer this Bond DB5 for public sale. While some of the Bond contraptions were restored into functioning order prior to the 2006 offering, a majority of the car remained otherwise unrestored. Since that time a no-expense-spared restoration by the esteemed Roos Engineering

Pictured here are both promotional Aston Martins at the residence of Sir Anthony Bamford in approximately 1968. Chassis 2008/R is thought to be the Aston Martin without the rear bullet-proof panel deployed. Photo courtesy of the owner.





in Switzerland was completed, as documented by numerous invoices and photographs. Roos Engineering is also one of 13 facilities whom Aston Martin have appointed as official Heritage Specialists, who have the highest order of depth, expertise, and experience with the marque. Not only were the chassis and body completely refinished to proper standards, but all 13 of the Ken Adam–designed modifications were properly refurbished to function as originally built. Following completion of the four-year restoration, the Aston Martin was the subject of a feature article on the Bond DB5 cars that was printed in the October 2012 issue of *Motor*.

Being the third of just four *Goldfinger*-specification DB5 examples built, this Aston Martin is automatically endowed with a high degree of rarity. It should be noted that the first John Stears–

modified car has been lost since 1997, narrowing the number of surviving examples to just three cars. Of these survivors, one car (chassis no. 1486/R) was originally unmodified, as it was used for driving sequences and only had gadgets added later. Most important, this car was built with all gadgetry from new, elevating its status and importance. In addition to this distinction, DB5/2008/R has benefited from an extremely minimal chain of ownership: just three private owners over 50 years, including a 35-year period of museum exhibition.

Reached though his son, Stephane Connery, ahead of the sale, Sean Connery said, “These DB5s are amazing. I remember the Furka Pass tire shredding, as well as the promotional events with these cars—they have become increasingly iconic since *Goldfinger* and *Thunderball*. In fact, I bought a very fine DB5 myself relatively recently.”



Built for Eon Productions, fitted with gadgetry from new, documented with the “Bond Car” designation on the Aston Martin build record, and accompanied by Anthony Bamford’s 1969 registration and restoration invoices and photos, this James Bond Aston Martin is a fabulously rare example of what author Dave Worrall termed “The Most Famous Car in the World,” as he titled his 1993 book on the subject.

Noted historian Stephen Archer, who rode in one of the cars in 1965, commented: “The DB5 is a special Aston, but this one has an aura all of its own. Just to be in its presence is exciting. The standard of Roos’ restoration is extremely impressive, and the Swiss Furka Pass awaits...”

Quite simply the most iconic car of all time, DB5/2008/R is the most legendary Aston Martin ever built, as one of the cornerstones of a marketing relationship that exists to this day. It would crown any important collection and offers a highly desirable acquisition for the serious marque collector...or secret agent.







112

2003 ASTON MARTIN DB7 VANTAGE

CHASSIS NO.
SCFAB22363K303621
ENGINE NO. **AM2/03748**

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Stunning finish of Islay Blue over grey

Showing just 3,215 original miles

Extensive service history documentation

Equipped with six-speed manual transmission

If not for the DB7, Aston Martin probably would not have made it to the 21st century. Not only did the company survive, the British sports car brand has flourished thanks to the influence of the DB7.

Ford, the new owner of Aston Martin, provided the resources for the company to open a new factory in Bloxham, a small town in Oxfordshire. The Big Three giant shared its manufacturing know-how to properly build a modern car. The DB7's shape shed its Jaguar roots thanks to then-new designer Ian Callum. With its long hood, sweeping roofline, pert

tail, and quintessential grille design, the DB7 looked like nothing other than a proper Aston Martin. It also set the tone for at least the next two decades of Aston Martin's design.

"The looks make it worth a million," legendary British motoring journalist Jeremy Clarkson said of the DB7.

Under its dramatic hood initially sat a supercharged version of the Jaguar inline-six, but the DB7 Vantage models that followed about half a decade after the original model, at the 1999 Geneva Motor Show, housed a proper Aston Martin-grade V-12. The 5.9-liter V-12 engine benefitted from Cosworth's expertise and was rated initially at a thundering 420 horsepower and could vault the car to 60 mph in less than five seconds, topping out at 186 mph.



The modern incarnation of Aston Martin also had the style, the handling, and the acceleration to fit its pedigree. In addition to its underhood muscle, the DB7 Vantage had unique exterior mirrors, upsized fog lights integrated into its front bumper, and prominent DB7 Vantage badging on its tail. The inline-six was discontinued not long after the DB7 Vantage hit the road.

The car offered here comes from the final year of DB7 Vantage production and is finished in a delicate Islay Blue over two-tone Dark and Light Grey leather upholstery with Dark Grey piping, Smoke Alcantara headlining, and Grey Carpeting. Additional options include a color keyed steering wheel, as well as carbon-fiber veneer on the dash. The DB7 shows just 3,215 miles and benefits from longtime ownership and regular, extensive servicing.





113

2018 ASTON MARTIN VANQUISH ZAGATO VOLANTE VILLA D'ESTE

CHASSIS NO.
SCFPMCRRZ2JGK34060

SERIAL NO. **89/99**

ENGINE NO. **AM27/50418**

\$600,000 – \$800,000

The 89th of 99 examples built; only 12 for U.S. delivery

Only three U.S.-delivery cars with the Villa d'Este package, a \$27,000 option

Finished in stunning Lava Red over Pure Black and Spicy Red leather

Offered from original ownership as new

Showing mere delivery mileage





Perhaps no automaker and coachbuilder have such an illustrious and storied history together. For Aston Martin and Zagato, the relationship dates to the 1960s DB4GT Zagato race car. The lightened, streamlined version of Aston Martin's DB4 could have been the beginning of the end for the two, as demand was not as strong as either party had hoped. History has been kind to the DB4GT Zagato, thanks in part to a strong competition debut in 1961, when Stirling Moss took 3rd place at Goodwood.

By the 21st century, Aston Martin and Zagato's partnership was as strong as ever. It was hardly a surprise when, on the shores of Lake Como, Aston Martin took the wraps off its Vanquish Zagato in 2016. The car was first presented in concept form, and four production body styles would eventually follow the coupe—the racy speedster, the voluptuous shooting brake, and the evocative Volante convertible. One particularly committed Aston Martin enthusiast ordered four matching cars, one in each body style.

The two parties took a lengthy break before rekindling their relationship in the mid-1980s with a special coachbuilt version of the muscular Aston Martin Vantage. It would simultaneously pay homage to Aston Martin's last collaboration with Zagato and set the stage for the next 35 years.

The following year, Aston Martin chose the Pebble Beach Concours d'Elegance as the stage for the Vanquish Zagato Volante's global debut. Presented alongside the production Vanquish Zagato coupe, the drop-top Volante shares the round headlights and bladed LED taillights that link the cars to the Vulcan supercar.





The wing mirrors draw from the One-77 supercar. Carbon-fiber lower sills remind those who catch a glimpse of this special Aston Martin that it is more than rolling art. Where the Volante differs compared to the coupe is above its belt line. The twin cowls integrated into its rear deck merge into the leading edge of the trunk lid. Hidden underneath is a special convertible top specific to the Zagato Volante.

Inside, Zagato worked directly with Aston Martin's bespoke Q division to create special cabin treatments befitting the car's unique positioning in the Vanquish lineup. The quilted Z-pattern detail on the Bridge of Weir leather upholstery that drapes the sport-seat bolsters adds a distinct touch not often seen in

bespoke sports cars. Zagato took conventional carbon-fiber trim and reworked it in a herringbone pattern for the dashboard and doors.

The Vanquish Zagato Volante offered here, the 89th of just 99 examples delivered worldwide, is being offered as new with mere delivery mileage. The Zagato Volante is finished in striking Lava Red over a Pure Black with Spicy Red leather interior with matching red stitching. Furthermore, the car features a wide array of optional extras, including: upgraded alarm with volumetric and tilt sensor; contemporary Alcantara; auto-dimming mirror with garage opener, and a color-keyed One-77 steering wheel. Exterior options include painted black

calipers and a black textured tailpipe. Last not but least, this exceptional example is equipped with the optional “Villa d’Este” package, which features the badges, wheel spokes, and side strakes finished in gold—which is likewise brought through to the dashboard vents, center console switchgear, and steering wheel.

As one of just three U.S. examples outfitted with the \$27,000 Villa d’Este package, this special Zagato Volante shows mere delivery mileage and is ready for its next owner to experience a sports car six decades in the making.





114

2010 ASTON MARTIN V8 VANTAGE GT4

CHASSIS NO. 048

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Please note that this lot is offered on a Bill of Sale only.

Presented in traditional Aston Martin Racing livery

Powered by a 4.7-liter V-8 with sequential gearbox

Limited racing history; serviced following most recent use

Supported by Champion Motorsport

Competition has been part of Aston Martin's focus since its inception, and its lineup has long been composed of designs as adept at grand touring as racing. The Vantage nameplate returned to Aston Martin's lineup in 2005 as its most performance-oriented model. Available in mid-mounted V-8 and V-12 power, the Vantage took advantage of a rear-mounted transaxle for excellent 49/51 weight distribution in road-going guise.

It didn't take long for a competition version to arrive. The V8 Vantage N24 bowed in in 2006. As its name suggests, it was intended to compete in the 24 Hours Nürburgring endurance race. Modifications were extensive, but they didn't dilute the road-going car's design. Then-CEO Dr. Ulrich Bez helped usher the car to a 4th-place finish in its class at its debut outing. Perhaps more famously, *Top Gear* presenter James May drove one in pursuit of the most demanding road in the world. The race-ready V8 Vantage's street limitations became obvious on a hot day, and a de-clothed May famously drenched himself in water to keep cool.

Two years later, Aston Martin upgraded the race car with an upsized 4.7-liter V-8 and rechristened it

the Vantage GT4, as it became eligible for FIA GT4 competition. Suspension modifications allowed for increased castor and camber angles for more flexibility on a wider variety of circuits. A new Bosch ABS and traction control system were added to the options list.

The V8 Vantage GT4 offered here, chassis number 048, was originally campaigned as a VIP demonstrator by LG Motorsports veteran Lou Gigliotti. The car is wrapped in Aston Martin heritage

green with yellow accents around its intake and roof pillars. The seller has campaigned it in a handful of SCCA Majors, but a majority of its recent use has been on track days. The car has been serviced and supported by Champion Motorsport in Pompano Beach, Florida. To note: Its safety equipment, such as the seat belts and fire suppressant, have 2014 FIA expiration tags.

Recently serviced with an eye toward future track use, this V8 Vantage GT4 is ready to be enjoyed by its next owner.



115

Ω † 1962 ASTON MARTIN
DB4 'GT ENGINE' SERIES IV

CHASSIS NO. DB4/886/L
ENGINE NO. 370/0209 GT
GEARBOX NO. S432/4/896

\$1,400,000 – \$1,800,000

One of only seven left-hand-drive examples factory-fitted with more powerful GT engine
Assured Provenance “Gold” certified by Aston Martin Works as a matching-numbers example
Full review by Aston Martin Works completed in 2016
Successive chain of three owners over the past 27 years
Beautifully presented in elegant original factory color combination
Documented with factory build sheet, restoration photos, and invoices
A rare and powerfully specified example of Aston Martin’s celebrated touring saloon





In 1959 Aston Martin began offering an updated GT-specification engine for the third-series DB4 model. Developed for competition-minded owners, the GT engine was equipped with dual-plug ignition and three twin-choke Weber 45 DCOE 4 carburetors. A modified cylinder head contributed to an improved compression of 9.0:1, good for a stout 302 hp.

The GT engine soon found a permanent home in a new race-oriented model appropriately called the DB4GT, which featured a shortened wheelbase for improved cornering, less trunk space due to a larger fuel tank, and lacking rear seats. While 75 examples of the DB4GT were ultimately built, some customers preferred the longer-chassis 2+2 seating of the original saloon, as it offered better straight-line stability and they had little intention of racing. For this reason, a handful of standard DB4 examples were ordered with GT engines from new for improved power.

Benefitting from Gold Certification by Aston Martin Works, this beautifully presented DB4 is one of seven left-hand-drive examples that were originally fitted with a GT engine, making it a particularly rare car. According to a factory production record and a certificate from the British Motor Industry Heritage Trust, chassis no. 886/L completed assembly in late March 1962, fitted with a GT engine, overdrive, a clutch and oil cooler, a DB4GT instrument panel with oil temperature gauge, a brake servo, a Bray block heater, and standard chrome wheels.



Finished in black paint over an interior trimmed with red Connolly Vaumol leather, the DB4 was shipped in late April 1962 to the American importer J.S. Inskip and then subsequently delivered to the purchaser, Henry Dingley Jr., of Auburn, Maine. A motorsports enthusiast who is known to have competed in Alfa Romeos and a Lotus 11, Mr. Dingley was also the owner of DB4 chassis no. 416/L, which he is believed to have campaigned at the President's Cup at Virginia Raceway in April 1961.

While the Aston Martin's intermediary history is currently unknown, by January 1985 the car was owned by Thomas Clark of Mechanicsburg, Pennsylvania. Per a late 1980s marque register, the DB4 passed to S.A. Taylor in the United States before being acquired in 1992 by Philip Cowan, a resident of Guernsey in the Channel Islands. During 1992 Cowan consigned the DB4 to Rolf Annecke of Neuenkirchen, Germany, and he purchased the car outright by the end of the year.

Annecke enjoyed the Aston Martin in the state he received it for over ten years before embarking on several rounds of restoration work. He initially commissioned a cosmetic refurbishment with some mechanical freshening in 2005, opting to change the paint color to Deep Carriage Green. As documented by invoices, in 2006 the rare GT engine was entrusted for a rebuild to Roos Engineering in Switzerland, which is one of only 13 official Works-approved Aston Martin heritage specialist facilities worldwide.

In early 2014 Mr. Annecke sold the DB4 to the consignee, a marque enthusiast based in Belgium. The owner sought to return the car to a show-worthy level of factory originality, and in summer 2014 he began by commissioning Philip Vilain in Brussels to completely restore the coachwork, including a bare-metal refinish in the original factory color of black. This work was documented with dozens of photographs displaying the disassembly, restoration, reassembly, and finishing processes.

In 2015 the consignor approached the Aston Martin factory to have the car evaluated by the company's new heritage-focused department, Aston Martin Works. An official list of recommendations was issued, and the owner responded by submitting the car for a full round of freshening that included installing a new radiator, steering wheel, front and rear windscreens, headlamps, and accelerator pedal. The interior was correctly re-trimmed with red leather, Wilton wool carpets, and a proper headliner. Documented with invoices, this work totaled in excess of £78,000.

In late September 2016, the DB4 was issued a Gold Certification book from Aston Martin Works, confirming the car to be a matching-numbers example that retains the original GT-specification engine. Currently fitted with GT-style Borrani wire wheels, this authentic DB4 is one of just seven left-hand-drive examples and one of only five examples built among the DB4 fourth series, as confirmed by the Aston Martin Works Gold Certification. It is additionally documented with a factory production record, a former bill of sale and registration, a certificate from the BMIHT, and restoration invoices and photographs.





With the increased power of the GT engine, along with the longer wheelbase and usable trunk space, this DB4 offers the ideal specification for any vintage rally or driving event that the next owner may wish to participate in. Furthermore, chassis 886/L is equally ideal for presentation at discerning international concours d'elegance. A beautiful complement to any collection, this DB4 would make a wonderful acquisition for marque enthusiasts or 1960s sports car aficionados.







116

1957 ASTON MARTIN DB2/4 MK II

CHASSIS NO. **AM300/1293**

ENGINE NO. **VB6J/918**

\$300,000 – \$450,000

OFFERED WITHOUT RESERVE

Fascinating history; beautifully unrestored bodywork and interior

Frequent vintage rally participant, including the 2013 Mille Miglia

Mechanically sorted; wonderful example to drive and enjoy

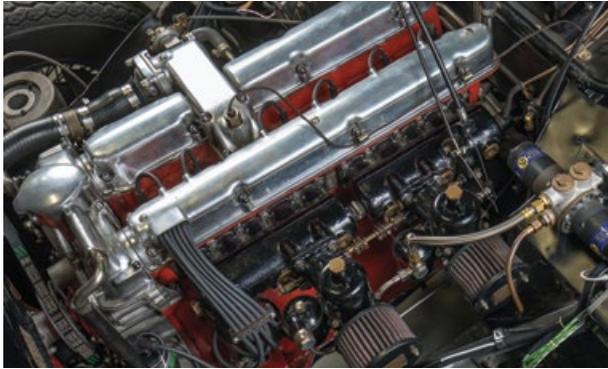
An unusual and exciting head turner

To simply call the Aston Martin DB2/4 Mk II on offer here “patinaed” would be a gross understatement. In fact, this Aston Martin tells a story—where it has been, what it has accomplished, and where it might go next.

The Aston Martin DB2/4 Mk II was the first Aston Martin to be made at Newport Pagnell, the historic home of Aston Martin. With bodywork now being controlled wholly by David Brown, subtle differences were introduced—small side vents reminiscent of the

DB2, flashing turn indicators, nicer-shaped seats, and a proper fly-off handbrake. Overall, just 199 Mk II saloons were crafted during the nearly two-year production run.

According to the British Motor Industry Heritage Trust, chassis AM300/1293 was shipped to Cyril Williams Motors Limited in Staffordshire, England, on 26 July 1957. Finished in Black over black leather, the home market car likely would have remained in England for some time, but by 1995 the car was owned by British expat Malcolm Buckeridge of Pasadena, California. In 2008, the DB2/4 was discovered in the California desert by Aston Martin collector, specialist, and enthusiast Don Rose, who knew it was something exceptional. An advert by Buckeridge, dated May 2008, notes that he had started a restoration but was selling, as he was unable to complete the bodywork. Purchased complete and running but stripped of paint, with its bare aluminum



sunbaked, Don sent the car to Aston Martin specialist restorers Kevin Kay—with explicit instruction to touch none of the patina.

Kevin Kay performed a comprehensive mechanical restoration including a concours-quality engine bay. The chassis was cleaned and detailed, while importantly, none of the interior or the bodywork was touched. Don went on to rally the DB2/4 for several years, during which time its interesting conception was the subject of a feature article in *Octane* magazine in March 2011. Shortly after publication, Don was informed that the storage facility that the Aston shared with 35 other collector cars had suffered a collapsed roof, the consequence of a vicious cycle of snow and ice. RM Auto Restoration jumped at the chance to restore the car but were cautioned by Don once again to retain as much of its patina as possible. As he explained, “I wasn’t afraid of having the car repaired, but I didn’t want it to become ‘ordinary’ in the process.” True to their word, the shop knocked out

the roof but made sure to leave bare all its characterful pimples and dimples, including its now-chipped “Press on Regardless” moniker.

The current owner saw the DB2/4 Mk II parked under a tree at the Concorso d’Eleganza Villa d’Este after it had just completed the 2013 Mille Miglia. A standout in any location, surrounded by concours-quality restorations, the Aston Martin drew a lot of attention—and the current owner knew he had to own it. A deal was done that weekend, and after the DB2/4 was shipped back to his home in the United States, he added his own touches to it—including the “Can’t Be Crushed” hot-rod script.

From the yellow bug screen to the David Brown tractor badge, this Aston Martin DB2/4 is a veritable scrapbook of every moment it has been a part of—it needs only a new owner to add to its story.



117

†1966 ASTON MARTIN SHORT-CHASSIS VOLANTE

CHASSIS NO. **DBVC/2310/R**
ENGINE NO. **400/2282**

\$1,400,000 – \$1,800,000

One of just 37 short-chassis Volantes ever produced

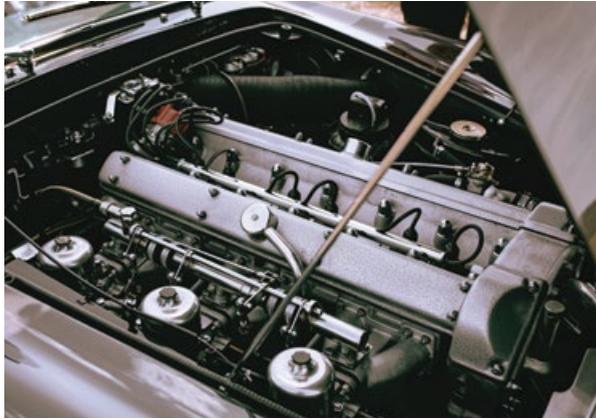
Purchased from new by the Burton family, founders of Burton and Top Shop

Presented in concours condition; converted to left-hand-drive configuration

Complete with a comprehensive and fascinating history file







As production of the new DB6 got under way in October 1965, Aston Martin was left with 37 DB5 chassis that remained unused. Featuring a sportier, shorter wheelbase than its successor, the chassis were unusable for the new model, but Aston management thought they could be the basis of a striking “interim” convertible, essentially the last of the DB5 convertibles, but with all of the DB6’s refinements.

The result was dubbed the Volante, or “Flying,” by factory man Kent Monk. The first Aston Martin to use this name, it has since been used on every open production car since. The short-chassis Volante, as distinguished from the longer DB6 and DB6 Mk II Volantes, featured the race-proven all-alloy, twin-cam straight-six power plant in original 4.0-liter form, with triple SU carburetors, and originally rated at 282 brake horsepower at 5,500 rpm, though this car’s engine was dynamometer tested to 289 bhp during restoration.

Coachwork was produced using Touring’s patented Superleggera process of wrapping handcrafted alloy panels around an open lattice of small-diameter steel tubing for a featherlight but rigid body. Aside from its obviously more sporting proportions, the short-chassis Volante can be identified from the earlier DB5 convertible by the DB6-specification quarter bumpers on all four corners. The taillight treatment was unique to the model, neither featured on DB5 nor DB6, creating an attractive finishing point set off by this first use of the Volante logo on the rear deck lid. The interior featured the expected high level of comfort and finish, including Connolly leather stitched in the V pattern introduced for the DB6, while the lined convertible top was made of high-quality Everflex and pebble-grain vinyl, as was used by Rolls-Royce.





As production of the Volante was strictly limited by the number of leftover DB5 chassis available, only 37 were made, making this the lowest-production convertible Aston Martin ever. The survivors are quite highly prized and are justifiably considered the most desirable of all open-top touring Astons, held in treasured esteem by enthusiasts worldwide.

As is the case with certain limited runs of supercars today, the short-chassis Volante was only available to Aston Martin's best and most honored customers of the day. Fittingly, DBVC/2310/R was delivered to Montague Burton Ltd. of Hudson Street Mills, Leeds, on 13 May 1966. The company, founded by Montague Burton in 1903, had become a powerhouse in the retail industry by the First World War and made a quarter of all British military uniforms. Post-war, Burton was a leading figure in the development of employees' rights and was knighted in 1931 for "furthering industrial relations and world peace." By the 1950s, the company was the largest multiple tailor in the world. As the elder Burton had already passed by the time this car was delivered, it is believed that DBVC/2310/R was purchased for one of Burton's twin sons, believed to be Raymond Burton, who was a part of the family business.

Not content to simply live in his father's shadow, Raymond became a famous retailer in his own right, acquiring the now-extinct lady's clothing business Peter Robinson for Burton. During his time there, Raymond cornered the young fashion market by opening Peter Robinson's Top Shop in the basement of the department store at Oxford Circus. While the larger department store disbanded, Top Shop remains a famous British and international clothing brand. Furthermore, in 1995, Raymond was awarded a CBE for his charitable work. As founder and chairman of Peter Robinson, Raymond sponsored a ladies race at Oulton Park, and there is a photograph in DBVC/2310/R's history file of Raymond chauffeuring two lady drivers on a lap of honor around the UK's Cheshire-based circuit in the Aston Martin. To this day, the Montague Burton Hillclimb is run every August in honor of the patriarch's participation in motor racing.

In 1971, DBVC/2310/R was sold out of the Burton family and landed in the hands of Ken Hipwell. He embarked on a three-year restoration, including a bare-metal repaint to lime green. The Volante appeared at many Aston Martin Owners Club events but largely remained in storage, covering less than 20,000 miles in Mr. Hipwell's 38-year custodianship. In 2013 the short-chassis was purchased by the current owner, who commissioned a meticulous restoration by marque specialist Desmond J. Smail Limited.





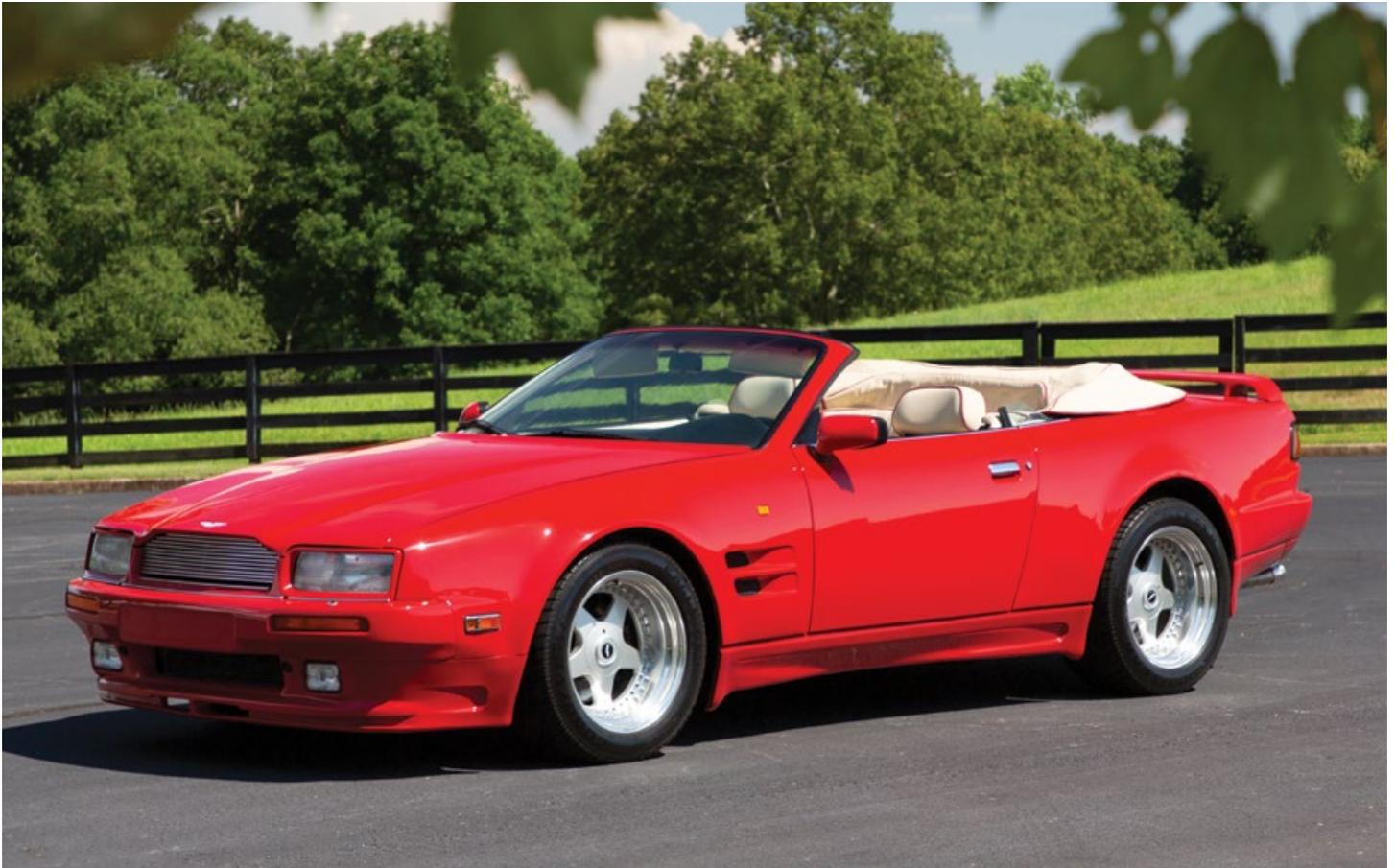
Using only the finest specialists, there followed a painstaking three-year restoration, during which the engine was rebuilt to 4.2-liter Cosworth specification and the car was converted to left-hand drive. Modern upgrades including heat proofing and discreet electric power steering only increase the usability of the rare Aston Martin. At the same time, the vehicle was repainted and the interior retrimmed in Claret leather—by the same Aston Martin employee who had first trimmed it 50 years prior!

Finished to exacting concours condition, the new owner took possession of DBVC/2310/R exactly 50 years to the day that it was

delivered to the Burtons. It has since been entered in a selection of high-profile concours events in 2016, including the Blenheim Palace Concours, “A Festival of Aston Martins” at Burghley House, Salon Privé, and the Autumn Aston Martin Owners Club Concours at Compton Verney in Warwickshire, which it won outright.

Complete with a comprehensive history file, this short-chassis Volante is a fully documented example of one of the rarest David Brown—era Aston Martins, with a provenance including one of Britain’s greatest retail families.





118

1993 ASTON MARTIN VIRAGE VOLANTE 'WIDE BODY'

CHASSIS NO.
SCFDAM2COPBL60074

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Ordered new by Georges Marciano, founder of Guess Jeans

Two owners from new; less than 4,700 original miles

One of only 20 Virage Volantes sold directly to North America

When the first Virage Volante rolled off the line at Newport Pagnell in 1992, Aston Martin had just announced the option of a 6.3-liter conversion—available to owners of both the coupes and the Volantes. The new Virage Volantes would go directly across the road to Works Service, where much of the bodywork was immediately replaced.

Many of these Virage Volantes received the upgraded bodywork but retained the original 5.3-liter engine. They are often referred to as 'Wide Body' Volantes due to the enlarged wheel arches, such as the example offered here. Other changes

to the bodywork included an enlarged front air dam and a mostly aesthetic bolt-on rear spoiler.

First ordered by Guess Jeans founder Georges Marciano, Virage Volante chassis number 60074 was delivered through Rolls-Royce of Beverly Hills. Ordered in red with a white top, the Volante still presents in its original colors today. Throughout Mr. Marciano's ownership, invoices show minor work performed by the dealership in keeping with a rarely used vehicle, including a battery replacement in October 1996.

The current owner purchased the Virage in June 1997, and a statement dating from that time notes the recorded mileage at just 1,280 miles. In 2009 the Virage Volante moved with the owner from Georgia to Florida, and in 12 years the car had



done just over 2,000 miles—a testament to how carefully it was maintained. The following decade saw the Virage Volante lovingly preserved, and it now presents in all-original condition.

Offered with original service invoices and a clean Carfax, this 'Wide Body' Virage Volante is made even rarer by its two-owner North American provenance and extremely low mileage.





119

1989 ASTON MARTIN VANTAGE

CHASSIS NO.
SCFCV81V3KTL12694

ENGINE NO. **V/585/2694/LFA**

\$275,000 – \$350,000

One of 367 V-8 Vantages made over 12-year limited production run

One of 137 final variant “X-Pack” cars produced

One of only six built to desirable V585 “Cosmetic” Vantage specification

Exceptional original, unrestored example finished in rare Jubilee Silver

Fully documented, including factory build sheet, manuals, and original sales literature

Two-owner car, first time offered for public sale

Recent service by marque expert

Aston Martin hand-built only 367 bespoke V-8 Vantage cars from 1977 to 1989. The V-8 Vantage progressed through three unofficial series: the first from launch until May 1980, the second until 1986, and the final series referred to as the “X-Pack” or “V580X” from 1986 to 1989. The classically styled Vantage X-Pack was the swan song for the

William Towns–designed V-8 coupe and remains today one of the most highly sought-after Aston Martins of the era. It received Zagato’s uprated Koni suspension, larger Ronal 16-inch alloys fitted with Goodyear Eagle tires, and subtly revised bodywork that featured a deep front spoiler and slightly larger flared wheel arches, which continue to the end of the wheel arch rather than tapering off, as the earlier Vantage flares did.

This stunning Vantage is one of a mere 137 final X-Pack Vantages built, of which six cars were specially built to V585 “Cosmetic” Vantage specification. These cars were identical in every way but fitted with the federal-specification V585 EFI engines, which allowed them to meet stricter emissions requirements. Five of these six Vantages were sold in Japan with full European bodies, complete with desirable chrome “blade” bumpers, and one went to the USA fitted with the larger black impact bumpers. These extremely rare Weber-Marelli fuel-injected

X-Pack versions are today highly sought after due to ease of maintenance and far greater reliability, not to mention the fact that they are fully California emissions compliant. The 1989 California Emissions Compliance decal is still in place under the hood of this car, as is the original brass plate affixed to the motor confirming that it was hand-built by Mick Wilson, a senior engine builder at Aston Martin at the time.

Listed in noted Vantage expert Kean Roger's Vantage V580X book, which documents each of the 137 final X-Pack Vantages, chassis number 12694 is car number 131 of 137, making it the seventh-from-last Vantage ever produced. It was one of only two built in elegant Jubilee Silver and is described in the book as "the penultimate 'Cosmetic' Vantage built for the Japanese market. Delivered new through Azabu motors in November 1989 and not seen since..."

The warranty page in the original owner's manual confirms that this car was delivered new on 9 November 1989, to its first and only owner, a private Aston Martin collector in Japan who owned the car until it was acquired by the consigner in June of 2018. The owner was an AMOC member as noted by the original AMOC Japan sticker still on the rear window, along with an original Azabu Motors decal, as Azabu was the sole Japanese importer of Aston Martin at the time.

This special Vantage is completely original and untouched—the car is exactly as it left the factory nearly 30 years ago, with all original finishes intact. The paint, leather, carpeting, woodwork, etc., are all in original unrestored condition. It would be extremely difficult to find another with this level of originality and still in such exceptional condition. When the consigner shipped the car to North America from Japan, in fact, it still retained its original factory-delivered Goodyear Eagle tires from 1989, though they have now been replaced with correct Michelin Pilot Sports sourced in the UK, as the Goodyears are no longer available. It still retains all original books, including both sets of keys, one of which is still on its original Azabu Motors leather key fob, and the car has just been sorted and serviced by noted Aston Martin specialists, making it ready to be driven and enjoyed.

An extremely rare and desirable car, this stunning final-production-series Vantage presents beautifully and is a testament to the inherent quality of this very exclusive, handcrafted British supercar. Vantages like this are rarely seen, much less offered for public sale, and this is perhaps the finest, most original V-8 Vantage available anywhere today. It is fully sorted, California emissions compliant, and boasts a wonderful history and superlative condition. This car represents an unrepeatability opportunity for the serious Aston Martin collector.





120

1964 ASTON MARTIN DB5

CHASSIS NO. **DB5/1305/L**
ENGINE NO. **400/1258**

\$700,000 – \$900,000
OFFERED WITHOUT RESERVE

The fifth DB5 saloon built
Retains its original matching-numbers engine
Nearly 40 years in current ownership
Maintained by the esteemed Kevin Kay Restorations
Documented with factory build sheet and extensive service invoices
A well-maintained and important early example
of Aston Martin's legendary saloon



Not merely the best-known model produced by Aston Martin, the DB5 saloon (as the factory called it for tax purposes) is generally regarded as one of the most famous automobiles ever built by any marque. Introduced at the 1963 Earls Court Motor Show, the DB5 was an obvious extension of the DB4, featuring similar Touring-designed coachwork and an enlarged 4-liter update of Tadek Marek's race-engineered aluminum engine.

With 170 improvements over the preceding model, the DB5 was undoubtedly a superior driver's car, and the company landed one of history's most famous marketing coups when the DB5 was chosen as superspy James Bond's transport for the 1965 film *Goldfinger*. With a modest production of 1,021 examples

built through 1965, the DB5 has evolved into the marque's most timeless classic, appealing to dedicated enthusiasts and casual observers alike.

Claiming an extremely early position in the model's build sequence, this highly original and well-maintained DB5 benefits from nearly 40 years of consistent care by the current owner. According to a factory build record, chassis no. 1305/L was optioned with overdrive and a brisk final-drive ratio of 3.77:1. Also equipped with three-eared hubcaps over chrome wheels, and Ace number plates reading "DB5 1964," the Aston Martin completed assembly in October 1963 finished in Platinum (white) paint and trimmed with dark blue Vaumol leather from Connolly Brothers. By virtue of its chassis number, the DB5 is just the fifth saloon built, and correspondence from the manufacturer confirms the car is among the first half-dozen examples completed.

Retailed through British Motor Car distributors in San Francisco, the DB5 was one of the very first of its kind on the West Coast. It was purchased new by the Washington Fruit and Produce Company of Yakima, Washington, on behalf of John Bloxom, the company's owner and manager. According to his son, after taking delivery of the DB5 in mid-June 1964, Mr. Bloxom took great pleasure in driving the car, commuting 120 miles several times

each month to a related business division in Hood River, Oregon. Relishing Oregon's winding roads, Mr. Bloxom received at least a few speeding tickets along the way and even ran the car in a local hill climb at Maryhill Loops.

By the mid-1970s, Mr. Bloxom sold the Aston Martin, and it passed to one or two intermediaries over the next few years before becoming available for sale in 1981 in Sausalito, California. Purchased then by the current owner, a collector based in nearby San Francisco, the DB5 has gone on to enjoy

38 years of consistent care under the consignor's conservancy. The DB5 has always been maintained and serviced while in the consignor's ownership, with extensive service work performed by the respected Kevin Kay Restorations of Redding, California, in recent years. A large file of service invoices documents a regular history of maintenance with some cosmetic refurbishments along the way. Some years ago the front seats were reupholstered in Connolly leather, and the body was taken down to bare metal and repainted in lacquer, all in keeping with the proper original color scheme of Platinum over dark blue. The owner also bolstered the



car's documentation by contacting Aston Martin and sourcing the build record, as well as with correspondence confirming the car's important early position as just the fifth saloon built.

Never completely restored, this highly authentic Aston Martin retains the majority of its original mechanical components, including the factory-equipped matching-numbers engine. It may be enjoyed and driven as is, or considered a straightforward candidate for a full concours restoration. As just the fifth example produced, the car is a wonderful testament to the purity of the

original DB5 design, and it is desirably documented with 35 years of service invoices, a heritage certificate from the BMIHT, the original owner's manual, and the aforementioned build record and factory correspondence. Period workshop and parts manuals and a jack are also included.

An important Aston Martin that displays the rewarding benefits of nearly 40 years of care by a single conservator, this DB5 should appeal to any marque enthusiast as a particularly desirable example of Newport-Pagnell's most legendary model.





121

1952 ASTON MARTIN DB2

CHASSIS NO. **LML/50/102**

ENGINE NO. **VB6B/50/553**

\$160,000 – \$200,000

OFFERED WITHOUT RESERVE

Upgraded in period to Vantage specification

Retains its original engine, presented in its original colors

Accompanied by extensive history file

Includes British Motor Industry Heritage Trust Certificate

Introduced in 1950, the DB2 is the seminal Aston Martin model from the famed David Brown era, as well as the most aspirational. Renowned for its superb handling and impeccable quality, the DB2 continues to be highly prized for its purity of design, landmark “first model” standing, and sheer rarity, as just 411 were produced. The year after its introduction, Aston Martin began offering a Vantage-specification engine that featured larger SU carburetors and a higher compression ratio, allowing it to produce a total of 125 horsepower.

Documentation shows chassis number LML/50/102 was originally delivered via Denver Imported Motors in Colorado, though the first owner was not recorded. Both the British Motor Industry Heritage Trust Certificate and factory service card show the DB2 was delivered in Post Office Red over a red-piped black interior and that the car was upgraded to Vantage specification prior to delivery. The second owner is noted on the service card as G.S. Toll, Esq. of Norwalk, California.

Eventually, the DB2 would make its way from the San Francisco Bay area across the Pacific to Malaysia. It is presumed that once in Malaysia, it was converted to right-hand drive to suit that country’s traffic laws. In the early 2000s, LML/50/102 was acquired by a gentleman living in Kuala Lumpur, who subsequently treated the car to a comprehensive mechanical

restoration which focused on a full engine rebuild. Following its return to the U.S., it joined an East Coast collection, where it was extensively sorted and serviced to make it enormously entertaining to drive.

Today this wonderful Aston DB2 presents in fine condition with tidy and attractive cosmetics that are consistent with its highly usable and event-ready nature. The Post Office Red paintwork has taken on a very slight patina since its restoration yet remains quite attractive overall. Panel fit is exemplary, and the aluminum-alloy factory coachwork is straight. The brightwork consists primarily of careworn but sound original pieces, with the exception of the bumpers, which were recently refreshed. Wire wheels are painted silver/grey and feature original and correct Aston-branded knock-offs.

The cockpit is trimmed as original in black leather with red piping. It presents with a wonderfully inviting character that comes from enjoyed use, with supple leather and fine-quality carpets and trim. The dash has been restored to a high standard and is covered

in red leather to complement the window trim and seat piping. The wood instrument fascia has been beautifully refinished and houses a complete array of original switch gear and dials. The original Blumel's steering wheel was retained, full of character and corded for extra grip during spirited driving.

Since the original matching-numbers 2.6-liter inline six was rebuilt in 2005, it has seen limited use and continues to run well today. A binder of receipts documents the work performed, with the majority of the parts sourced via the classic car experts at Aston Service Dorset. Since returning to the U.S. and while in the hands of the most recent owner, the suspension, brakes, rear axle, wiring looms, and numerous other details were overhauled in 2016–2017.

Presented in original colors and with its original engine, this well-maintained DB2 is eligible and ideally suited for numerous events worldwide, including the Mille Miglia, Le Mans Classic, and Tour Auto. Likewise, it would be a fine choice for home-bound rallies such as the Colorado Grand and Copperstate 1000.





122

1962 ASTON MARTIN DB4 'SS ENGINE' SERIES IV

CHASSIS NO. **DB4/965/L**
ENGINE NO. **370/992/SS**

\$780,000 – \$1,000,000

Equipped with factory-original Special Series engine
One of 97 such left-hand-drive examples
Retains its original matching-numbers engine
Fully restored by Aston Martin Works





The DB4 marked a significant development for Aston Martin: a sleek Italian-styled GT with a Tadek Marek-designed engine for which demand was instantaneous. Throughout the five-year production run, modifications to the model resulted in aficionados separating the models into five series. Offered here is one of the more desirable Series IV, equipped with the updated Special Series (SS) engine.

The upgrades of the later-series DB4 are apparent in DB4/965/L. By the later years of production, mechanical issues such as engine overheating had been solved, yet the model retained that pure DB4 appearance that was so popular. Subtle body modifications, including recessed rear lights, a lower bonnet



scoop, and a new grille with vertical bars, meant that the DB4 became even better-looking. What truly set the Series IV apart, however, was the introduction of the Special Series engine—an optional extra for those owners requesting additional power.

DB4/965/L was factory-equipped with one of these SS engines; fitted with three SU HD8 carburetors, with a higher compression ratio and larger valves, the engine was quoted as producing 266 bhp—nearly 30 bhp over the standard power plant. Although this engine evolved into what became the Vantage engine, it would be inaccurate to call DB4/965/L a DB4 Vantage. DB4/965/L was also ordered with the optional overdrive and chrome road wheels, as well as the highly desirable electric window lifts.

Originally delivered to Henri Annercorde of Paris through French Aston Martin dealer Mirabeau, much of the early life of this DB4 is unknown. The build sheet on file records a further French owner—Mr. Le Geuzec, though the Aston Martin was later sold into the United Kingdom. By 1988 a Mr. W.F. Gilbertson-Hart owned the DB4, and he appears to have sold the car through well-known Rolls-Royce dealer P&A Wood a few years later. In 1990 the car was registered to Ms. Susie Dixon Smith, who then became the married Susannah Mary Harris. After two further



British owners, the later of whom returned the DB4 to its original Caribbean Pearl, the Aston Martin was purchased by its current owner in 2006.

At that time, the DB4 underwent a full Aston Martin Works restoration. Chassis DB4/965/L was meticulously restored

with the intention of returning the vehicle to as-new delivery specification. Now in fully restored condition and accompanied by a build sheet confirming the matching-numbers SS engine, this 1962 Aston Martin DB4 is without a doubt one of the finest Series IV SS examples available.







123

1987 ASTON MARTIN V8 VANTAGE 'X-PACK'

CHASSIS NO.
SCFCV81V5JTR12583

\$375,000 – \$475,000

Please note that this lot is titled as a 1988.

1987 Scottish Motor Show car

**Original engine upgraded to 6.3-liter
specification by Aston Martin Works**

**One of just 137 X-Pack coupes built;
fully restored by UK specialists**

The ultimate iteration of the muscular V8 Vantage, the model that would become known to enthusiasts as the 'X-Pack' was first introduced at the 1986 British International Motor Show.

The V8 Vantage "Oscar India," as introduced in 1978, featured a closed-bonnet scoop, large front air dam, and blanked-off front grille gave the car a macho look befitting its status. The interior was outfitted in leather and wood to suit more discerning tastes. Though later models went through

mechanical performance upgrades, it wasn't until the V8 Vantage 'X-Pack' that Aston Martin truly achieved supercar status. As recognizable as the handsome Oscar India in appearance, the final V8 Vantage was fitted with the uprated V580X engine previously seen in the V8 Zagato. Equipped with four dual-barrel Weber carburetors, high-compression Cosworth pistons, and larger valves and intake manifold, this high-performance engine produced an impressive 432 bhp from its 5.3 liters. Described by one journalist as "a Hemi Road Runner built by Bentley," the new and improved V8 Vantage was a genuine 200 mph supercar.

Offered here is the 48th X-Pack to roll off the line at Newport Pagnell—one of just 137 X-Pack coupes ever produced. Built in late 1987, in preparation for display at the Scottish Motor Show, chassis 12583



is equipped with some of the 1988 model year specifications, such as the desirable Ronal 16-inch wheels. It was delivered to Murray Motor Company in Scotland in March 1988, and the following owners maintained the car at factory-appointed service centers. By the late 2000s, chassis 12583 had clocked 73,000 miles and was acquired by Bramley Motor Cars, who undertook an extensive restoration by top UK Aston specialists.

The Aston Martin underwent a full glass-out, bare-metal repaint in period-correct Rolls-Royce Royal Blue by Spray Tec Restorations, followed by a rebuild of the gearbox and rear axle. The interior was retrimmed in Brown Wilton carpet and Bitter Chocolate Autolux leather piped with Light Grey. The engine was sent to the factory

service department, Aston Martin Works, where a full rebuild to 6.3-liter specification was performed for a total cost in excess of £70,000. Additionally, a new AC compressor was installed alongside an upgraded braking system, Z Core radiator, and stainless exhaust system. All in all, this V8 Vantage 'X-Pack' is as stunning as it was the day it left Newport Pagnell.

Fully restored and properly maintained this Aston Martin comes with a comprehensive restoration file including all invoices, jack, tools, owners handbook, the original Service Voucher book plus the limited edition hardbound book on the V8 Vantage X-Pack by Kean Rogers featuring the build sheet for this extraordinary car.





124

1957 ASTON MARTIN DB2/4 MK III

CHASSIS NO. **AM300/3/1345**

ENGINE NO. **DBA/1004**

\$250,000 – \$300,000

One of the first DB Mk IIIs to arrive in the USA

One of just 47 built to this specification

Well-documented ownership history

Recent mechanical restoration



The incredible rise of Aston Martin, from the depths of World War II to the heights of success at the world's greatest racing events, is a truly fascinating story. But it is a story that cannot be told without the DB Series. The most sophisticated of all the early DBs, the DB2/4 Mk III was the first Aston Martin to perfect the now-ubiquitous trademark grille, with this iteration most reminiscent of the DB3S sports racers. In the Mk III, that shape was mirrored in the dashboard for the first time, as the instruments were moved directly in front of the driver. With

a stiffer block, stronger camshaft, and bigger valves, the three-liter DBA engine was the ultimate development of the original W.O. Bentley design. As a further advancement, it was the first Aston Martin model to offer disc brakes, albeit on the front corners alone, making it a true sporting machine.

As delivered new, the Mk III offered here was even more sporting than most of its brethren. Its build sheet confirms that it received Rumbold safety belts, the factory twin-exhaust system, a Smiths

Oil temperature gauge, as well as front disc brakes—all of which would suggest perhaps that the original owner, Air Force Captain Jerome J. Sauber, had intended to drive the car in competition. Documents confirm that this Mk III is one of only 47 to be so equipped, making it a rare and desirable example.

Following Captain Sauber's ownership, Aston Martin Owners Club registries show that the car passed into the ownership of New Jersey collector Irv Bahrt, who campaigned the car at various competitive racing and concours events before selling it some 20 years later. Passing through the hands of a California-based collector and later a Virginia collector, the car found its way to the consignor in 2014. Prior to current ownership, the original transmission was replaced with a modern Tremec five-speed, affording the DB2/4 with enhanced drivability and improved performance.

While in the ownership of the consignor, extensive mechanical work was completed to bring the car to competitive reliability standards. The engine was rebuilt, with all the internal components being replaced with modern all-forged parts. The previously replaced triple Weber carbs were upgraded to 45 DCOE specification, the rear axle was replaced, the shocks were re-valved, and the brakes were upgraded with Alfin and Wilwood components. The car was then campaigned in the 2015 Colorado Grand and has been sparingly enjoyed since.

Today this rare specification Mk III presents extremely well and will certainly make an ideal companion at any number of historic automobile events, such as the New England 1000 or a potential return to the Colorado Grand.





125

2010 ASTON MARTIN DBS VOLANTE

CHASSIS NO.
SCFFDCCD2AGE11881

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Aston Martin's flagship model

California Sage over Absynthe Green leather

510 hp, 5.9-liter V-12 with six-speed automatic

Showing less than 2,850 original miles

When it bowed at the Pebble Beach Concours d'Elegance in 2007, the V-12-powered Aston Martin DBS was not the first DB Aston Martin followed by the letter S. The original DBS bowed in the mid-1960s and had the distinction of being the first Aston Martin to bring the automaker's design language into a new era and the last car built under Brown's control.

The second iteration of the DBS was a worthy successor, even if it arrived more than three decades later. The modern model succeeded the Vanquish S as Aston Martin's flagship model. Power came from a 510-horsepower version of the company's 5.9-liter V-12, which could be paired to either six-speed manual or six-speed automatic gearboxes. Though it was a relatively large car, the DBS weighed a lithe 3,700 pounds, thanks to the extensive use of carbon fiber for its hood, fenders, and numerous structural components. Scissor-style doors composed of aluminum ensured that the DBS would make an impression wherever it arrived. A special glass key fob inserted into the dashboard to start the car added even more panache.



Underneath, the DBS utilized a new adaptive suspension design that gave the car tenacious handling on a curvy road or, at the touch of a button, a cossetting ride for boulevardier-ing. Carbon-ceramic disc brakes ensured that it would come to a halt quickly and effortlessly. The DBS made its screen debut at the hands of a new James Bond in 2006, even before the car was formally unveiled. In *Casino Royale*, a stern Daniel Craig made nearly as much of a splash as the slinky DBS.

Nearly two years after the DBS debuted in coupe form, Aston Martin unveiled the convertible Volante version at the 2009 Geneva Motor Show. The car featured a fabric top that could

tuck away in fewer than 15 seconds at the tap of a button at speeds as high as 30 mph.

The DBS Volante offered here was special-ordered in California Sage over Absynthe Green leather with Phantom Grey carpeting, an homage to colors closely associated with Aston Martin's past. The car is fitted with the six-speed automatic transmission and shows just under 2,850 miles after remaining with its original owner for nearly a decade. Presented in immaculate condition throughout, the car is offered with its original owner's guide, spare keys, battery tender, air compressor, and trunk-mounted umbrella.





126

† 1963 ASTON MARTIN DB5 CONVERTIBLE

CHASSIS NO. **DB5C/1255/R**
ENGINE NO. **400/1595**

\$1,350,000 – \$1,500,000

Believed to be the 1963 Earls Court Motor Show car
Factory demonstration model and recorded history from new
Fully restored by Aston Martin Works



The Aston Martin DB5 is easily one of the most recognizable cars in the world. Seeing one calls to mind the image of Sean Connery casually leaning against the Silver Birch example that propelled Aston Martin to the height of international acclaim. The DB5's association with the gentleman spy ensured the model's instant success—indeed, over 1,000 were produced during the two-year model run. Equipped with a soft top that was perhaps more *Dr. No* than *Goldfinger*, the convertible version of the DB5 was released shortly before the movie reached audiences. Described as “extremely elegant and completely practical,” the new convertible lacked none of the successful features of the saloon—excepting those superspy gadgets.

Just 123 convertibles would be built before production ceased, of which 85 were right-hand-drive, though this was not due to lack of interest. Priced at £4,490, the convertible cost well above the average house price of the time, assuring that only a privileged few were able to afford one. The epitome of British elegance and class, celebrities snapped them up—Peter Sellers, Beryl Reid, and even HRH Princess Margaret could be spotted in a DB5 convertible. The passing decades have only added to the allure of the DB5. With continued cameos in the most recent James Bond blockbusters, the DB5 has become more than just an accessory and is now afforded as much attention as the stars of the films themselves. Far from being the car driven by aging



British gentlemen, the DB5 convertible has been the mainstay of young thirty-something stars and easily drops jaws wherever it is seen.

The DB5 convertible offered here is a particularly special example. Just the fifth convertible chassis ever numbered, DB5C/1255/R was allocated the role of selling the new model as an Aston Martin Works demonstrator. Specified in its current color combination of Caribbean Pearl over Dark Blue Connolly

leather, the car was fitted with an overdrive four-speed gearbox, chrome road wheels, and a Motorola radio and power aerial. The car was registered CMV 1A. It is also believed to be the very same convertible that was displayed at the 1963 Earls Court Motor Show—the very one models Barbara Roscoe and Honor Blackman are pictured fawning over. Undoubtedly the car was presented to numerous potential buyers and journalists during the first year of its life, and we know that in 1964 the car appeared again at Silverstone for demonstration purposes.

Actress and model Barbara Roscoe poses behind the wheel of the new DB5 convertible at the Earls Court Motor Show, London, 15 October 1963.

Photo by George Freston, courtesy of Fox Photos/Getty Images





After being used by Works, the convertible was fully reconditioned and sold to its first private owner, Mr. G.B.R. Gray, Esq., of East Lothian. In November 1965, having covered a mere 21,400 miles, the car returned to the factory for a replacement engine. In the early 1970s the car changed hands several times with apparently only light use from each owner. In June 1983 the car was purchased by Mr. Greaves, and a new chapter would begin in the car's life.

Mr. Greaves would go on to own the convertible for close to 25 years, and it is believed that he researched and collated the extensive history of the car, which is available on file. It is a testament to his care that the car came to be sold to its current owner in generally good condition in 2007, having covered a mere 19,246 miles in the 24 years of his ownership.

During its current ownership, chassis 1255/R was sent to Aston Martin Works at Newport Pagnell for a full body-off restoration to their exacting standards. Every element of the car was restored, and the car returned to its original factory specification of October 1963. This restoration is recorded in a photographic file that accompanies the car. In 2019 the car was awarded Best of Show at the Techno Classica in Essen in recognition of the high quality of the work carried out.

This stunning DB5 convertible is ready to be fawned over once again, just as it had been 56 years ago.







127

2003 ASTON MARTIN DB7 GTA

CHASSIS NO.
SCFAB223X3K304271

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

One of only 17 delivered to the U.S.

Equipped with sporty GTA modifications

Incredible top speed of 187 mph

As production of the DB7 was winding down, Aston Martin rolled out several end-of-line models to celebrate their best-performing model yet. One of these combined the standard Vantage V-12 engine with a sporty GT body to create the extremely rare DB7 GTA.

The DB7 GTA, as offered here, was fitted with a substantially modified suspension. In order to improve handling, the engineers adjusted the location of the front subframe, while an additional

brace added to the rear lower suspension increased braking stability. Larger Brembo brakes and upgraded pads add to the improved stopping performance, while ride quality was improved by allowing for increased wheel movement. The exhaust was also revised, giving the GTA a significantly throatier note during wide-open throttle. Unlike the GT model, the GTA was fitted with Aston Martin's Touchtronic automatic transmission, allowing for manual control from steering-wheel-mounted gearshift buttons, as well as affording a top speed of 187 mph.

All these mechanical upgrades are wrapped in an aerodynamically balanced body. Attractive twin bonnet vents, similar to those on the Vanquish, allowed for improved airflow, while a new mesh grille covered both the lower and the upper intakes.

The boot-lid spoiler was revised, and the wheel-arch liner extended. New five-spoke 18-inch alloy wheels were also fitted, which proved popular enough that some Vantages have since been equipped with them post-sale. New color options were added, and chassis 304271 is finished in Nero Black over Charcoal Bridge Weir leather. Every GTA was fitted as standard with the new Silky Oak Grey-stained veneer set, white speedometer and tachometer, and exclusive GTA badging on the front seats.

Only 17 GTAs were exported to the United States; this car is one of these extremely rare Aston Martins. The Carfax report shows the GTA as first being registered in Las Vegas, Nevada, in August 2003. By 2007 the car was reported as being registered in Seattle, Washington, with just under 29,000 miles on the odometer. The car passed through several owners before settling in Arizona with a DB7 collector who has maintained the Aston Martin and driven it sparingly.

An extremely rare DB7 GTA, this is the perfect example for anyone looking for an Aston Martin that is anything but boring.





128

1960 ASTON MARTIN DB4 SERIES I

CHASSIS NO. **DB4/245/L**
ENGINE NO. **370/243**

\$675,000 – \$750,000

Original California-delivery Series I LHD example

Matching-numbers engine and chassis

Finished in its original factory color combination

One of approximately 149 first-series cars built

Only 73 original left-hand-drive examples

Documented with a copy of its original build sheet

Complete with factory manual, tools, and jack

In 1956 Aston Martin began development of the all-new DB4, which debuted at the London Motor Show in the fall of 1958. Not only did it set the tone of Aston Martin design for years to come, the DB4 also introduced an updated engine designed by Tadek Marek, whose name became synonymous with the marque's engineering and performance excellence. The 3,670 cc DOHC engine was entirely constructed of aluminum and produced 240 bhp



in standard tune with twin SU carburetors. Most important, the new 3.7-liter six-cylinder engine provided a platform for further development and continued with various displacements and power ratings through mid-1972.

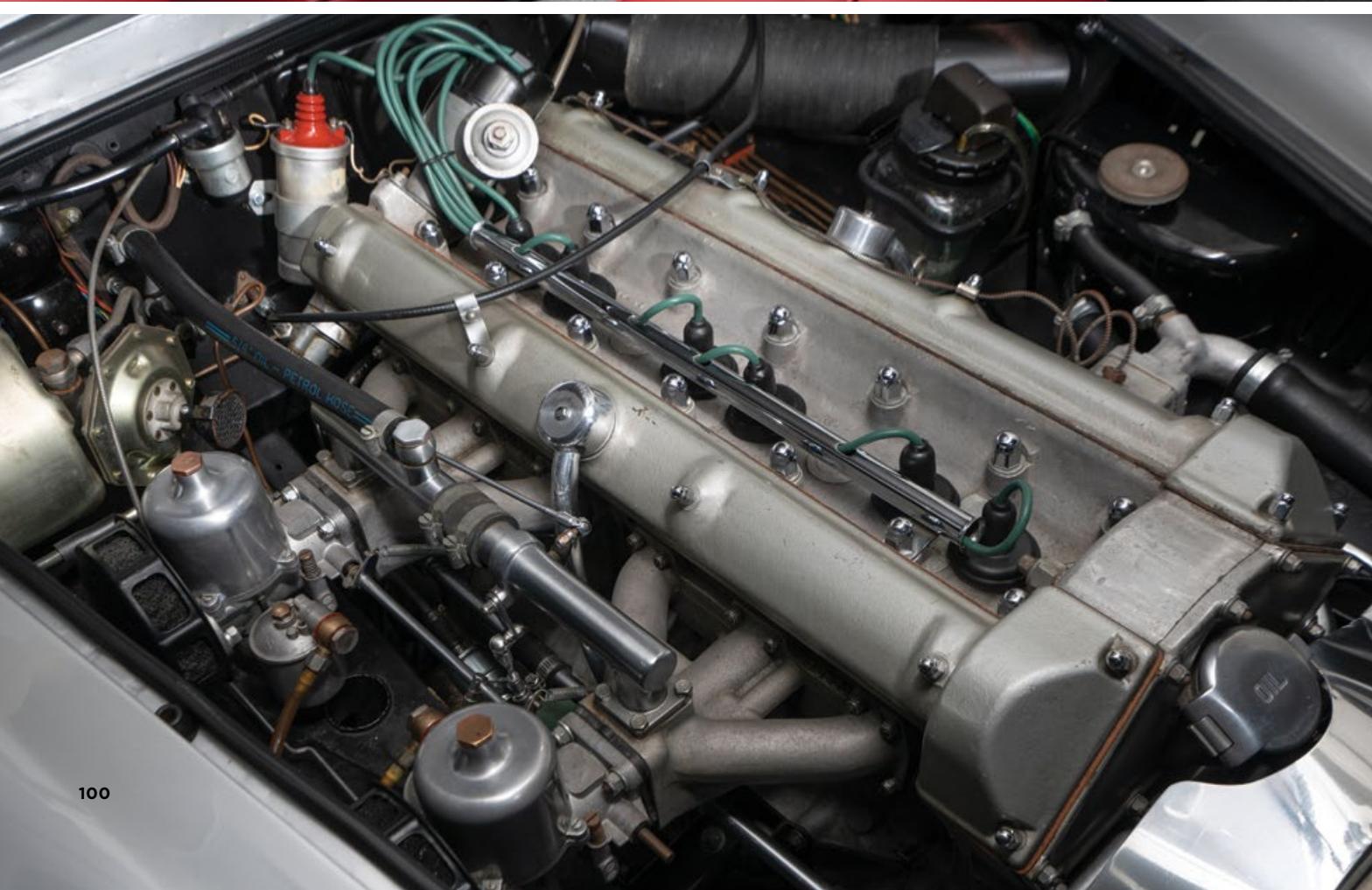
Aston Martin turned to Carrozzeria Touring for its Superleggera ("superlight") body design, comprising a lightweight yet strong framework of small-diameter tubes dressed in aluminum panels. The chassis, designed by Harold Beach, was both simpler and



more rigid than that of its predecessors, using a new pressed-steel frame. Four-wheel Dunlop disc brakes matched the car's impressive top speed of over 140 mph. The DB4 claims the distinction of being the first production car capable of sprinting from 0-100 mph and back down to zero in less than 30 seconds. It is fair to say, then, that the DB4 placed Aston Martin back on equal footing with its Italian counterparts from Ferrari and Maserati.

Offered complete with a copy of its original build sheet, this first-series DB4 from 1960 is an original left-hand-drive example. The car was originally delivered to Charles Hornburg, Aston Martin's premier U.S. West Coast importer. Through Hornburg, the car was sold new to Paul S. Pollack (Karl's Shoes Limited) of Los Angeles, California. Though much of this DB4's early history remains unknown, in the 1990s it was owned and fully restored by well-known and respected Aston Martin vintage racing technician Mr. S. Rodd., now an Aston Martin franchise dealer-owner.

Around 2000, this DB4 was traded to Aston Martin dealer Miller Motorcars in Greenwich, Connecticut. Subsequently,





245/L found a home with Mr. Raymond Minella, a well-known Connecticut collector. In Minella's care, this DB4 won several 1st in Class concours awards. The car was then sold to another well-known Aston Martin collector and moved across the ocean to the UK. Purchased in 2011 by Tom Papadopoulos of Autosport Designs, 245/L returned to the United States. Having only 6,000 miles since complete restoration, it was thoroughly serviced and used for several seasons of motoring enjoyment. In 2016 it took part in the Colorado Grand 1,000-mile vintage rally. Shortly thereafter, the car was sold to its most recent caretaker. During this time, it was decided to return 245/L to

its original color combination of Snow Shadow Grey over a lovely Red leather interior. It has thus been the subject of a complete photo-documented cosmetic restoration and is now presented in exceptional concours condition throughout.

The Series 1, with its rear-hinged bonnet, is considered by many to be the most beautiful of the DB4 range for its egg-crate front grille, larger bonnet scoop, and straight cathedral taillights, all part of the original Touring of Milan design. This example, complete with books, tools, and factory jack, will make for a welcome addition to an enthusiast's garage or collection.



129

Ω #1953 ASTON MARTIN DB3S WORKS

CHASSIS NO. **DB3S/2**

ENGINE NO. **DP101/37**

REGISTRATION NO. **UDV 609**

\$8,750,000 – \$10,500,000

The second of 10 surviving Works cars; the Goodwood 9-Hour winner

Period competition at Le Mans, Sebring, Buenos Aires, Spa, and Mille Miglia

Driven by Peter Collins, Reg Parnell, Roy Salvadori, and Eric Thompson

Later owned and raced by Peter Collins

One of the finest Works DB3Ss extant and highly original

An important piece of Aston Martin's competition history

Eligible for the finest events around the world

Significant history file with many original and unique items

Offered with a spare race-prepared engine





The mid-fifties were the golden era of sports car racing, when the finest drivers competed in the fastest cars on challenging circuits and the most perilous road races, such as the Mille Miglia and RAC Tourist Trophy at Dundrod. Despite being the quickest automobiles of the day, these racing cars also made for wonderful road cars. Undoubtedly, one of the finest and most competitive cars to emerge from this era was the Aston Martin DB3S.

The DB3S was the perfection of the ideas of two of the greatest engineers of the 20th century, W.O. Bentley and Professor Robert Eberan von Eberhorst of Auto Union fame. Radically developing Eberhorst's DB3 tubular chassis, Willie Watson turned the DB3 (which by 1953 was lagging behind Jaguar's C-Type) into a far lighter and nimbler car that was more suited to being powered by the high-compression 3.0-liter version of W.O.'s straight-six.



Legendary British designer Frank Feeley penned the gorgeous lines for the bodywork, creating one of the best-looking shapes ever to grace a race circuit. Feeley's work on the DB3S produced iconic styling that can still be seen in the Aston Martins of today.

The second DB3S built by the factory, DB3S/2, was the first of three cars prepared by John Wyer's competition department for the 1953 24 Hours of Le Mans. Despite the development efforts of Aston Martin's engineers, Reg Parnell crashed DB3S/2 before Peter Collins could take over driving duties. A month later Collins finally got his turn in the driver's seat at Silverstone for the British Grand Prix, where he finished 3rd in an all-Aston Martin podium.

Parnell's opportunity to atone for his performance at Le Mans came at the Goodwood 9 Hours, when he was partnered with Aston Martin stalwart Eric Thompson. Wyer planned for DB3S/2 to be the hare of the three Astons and so fitted a shorter final drive in an effort to break the Works and Ecurie Ecosse C-Type Jaguars. As ever, Goodwood proved to be an extraordinarily tough circuit, with tires typically lasting only 55 miles. However, Wyer's plan worked, and DB3S/2 scored a resounding victory a full two laps ahead of the nearest C-Type in 3rd.

DB3S/2's final outing in 1953 was for the last round of the World Sportscar Championship, the RAC Tourist Trophy at Dundrod.





Peter Collins leads in DB3S/2 at Aintree, ahead of Masten Gregory in his Ferrari 375MM.
Courtesy of the Klemantaski Collection.

The infamous road circuit was the perfect stomping ground for the DB3S. Being narrow and undulating, the circuit favored well-handling cars matched with brave drivers. The same pairing of Parnell and Thompson took the helm of DB3S/2, and despite a slipping clutch, they finished a fine 2nd behind the sister car, but still three laps ahead of any C-Type. This result secured 2nd in the unofficial drivers' title for Reg Parnell, ahead of Fangio, Moss, and Walker.

Enthused by the victories of the previous year, David Brown elected to compete in every race in the 1954 World Sportscar Championship, starting with the 1000 KM of Buenos Aires. Parnell was partnered with Roy Salvadori in DB3S/2 for the Argentine race, but the pair were out at over half distance with distributor failure. Parnell and Salvadori shared driving duties again at the 12 Hours of Sebring, but after 24 laps, a hard-charging Parnell came to an abrupt halt with a broken conrod. In the heat of the moment, Parnell pushed DB3S/2 back to the pits, but his race was run. However, his efforts were awarded with the "Man of the Race" trophy.

DB3S/2's next outing was the Mille Miglia. Parnell was given the job of driving the car for the entire distance, taking the famous photographer Louis Klemantaski as his co-driver. Wyer planned

to avoid stops to change tires, opting to use a hard compound Avon. However, the weather during the race was wet and the tire choice disastrous, with both DB3Ss crashing out and suffering significant damage. Parnell's luck ran out at L'Aquila when he ran across debris on the road from a previous accident, lost control, and ended his Mille Miglia in DB3S/2.

By the later part of the 1954 season, the Aston Martin team had been reduced to a collection of damaged DB3Ss. To remedy this, Wyer commissioned DB3S/1 and /2 to be rebuilt with new chassis and bodies. This treatment of the Works DB3Ss would become common practice; of the ten Works cars, one was scrapped and four received new chassis and bodies. Since leaving the factory, three of the Works cars have been severely damaged; as such, only two remain truly original from when they were first built. The body would be one of Frank Feeley's greatest designs with arguably the prettiest nose of the various DB3S shapes combined with the voluptuous high tail of the coupes, a rear that does not look dissimilar to the later Ferrari 250 Testa Rossa.

The updated DB3S/2 would be ready in time for the RAC Tourist Trophy at Dundrod with Peter Collins starting and Pat Griffith in his final race. Collins made a fantastic start and was 4th behind Hawthorn in the Works 750 Monza, and Ascari and Fangio in

the Works Lancia D24s, before the differential gave out. Collins once again showed his talent at Aintree in a fierce battle with Masten Gregory piloting a 4.5-liter Ferrari 375 MM. The brutish Ferrari overpowered DB3S/2 to win by two seconds, but Collins was 22 seconds ahead of Parnell in DB3S/1 and a large field of outstanding drivers. Collins had given his all in the race, as proven by the 6,700 rpm over-rev reading.

With the disastrous 1954 season behind them, Aston Martin built three new cars. DB3S/2 was sold to Peter Collins at a greatly reduced price on the basis that it could be called back to Works duty when required. Collins registered the car as UDV 609, which it still wears to this day. Collins's season with DB3S/2 was largely British sports car races, always against strong opposition and often collecting overall or class podiums. His first Works outing with DB3S/2 was in 1955 at the Silverstone International Trophy, where he suffered a loose differential but still finished a respectable 7th (3rd in Class) behind the latest Works DB3Ss and a brace of Works and Ecurie Ecosse D-Types. DB3S/2's final

Works outing was one to forget, as David Brown sent Collins and Salvadori (DB3S/1) over to Kristianstad for the Swedish GP round of the World Sportscar Championship; Collins's challenge ended in practice with conrod failure.

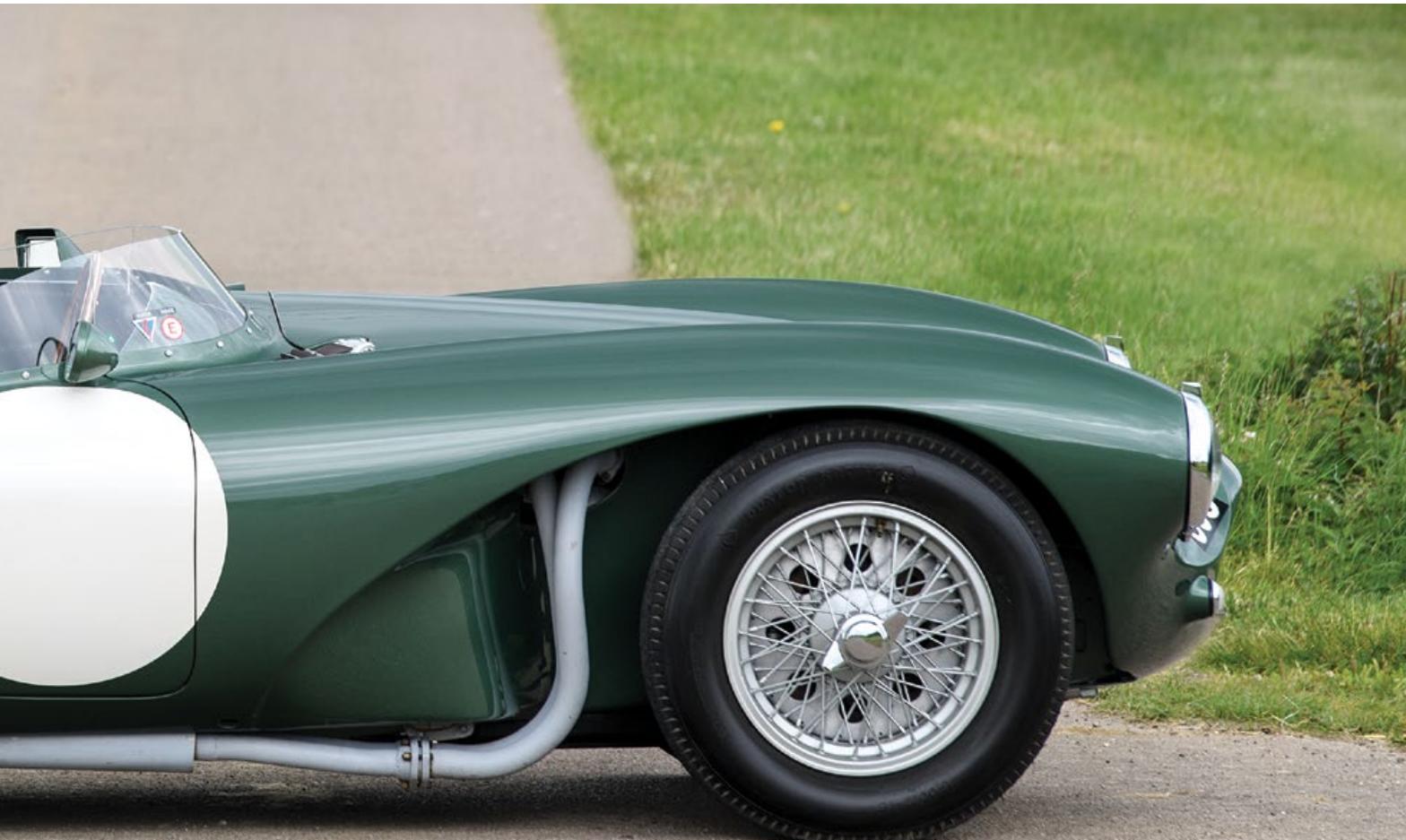
Collins's last outing in his DB3S was the Daily Herald Trophy race at Oulton Park. It was a magnificent end to his time with DB3S/2. The grid was made up with Works entries from Aston Martin and Ferrari, with Tony Parravano sending over Carroll Shelby in the 121 LM. Whilst Mike Hawthorn in the Works 750 Monza tried in vain to catch Parnell in DB3S/8, Collins charged Hawthorn down towards the end to finish in close 3rd, the remainder of the field a minute or more behind. It was a great drive against factory opposition in what was now an outdated machine.

Collins's outstanding performances in DB3Ss led to him being signed by Ferrari, which precipitated the sale of DB3S/2 to Tom Kyffin. He raced DB3S/2 enthusiastically throughout 1956, gaining wins at Goodwood and Silverstone, but would retire from



the 1000 KM of Paris at Montlhéry (sharing with Ken Wharton). Following Kyffin, John Dalton took ownership of DB3S/2 for 1957, scoring several wins in minor races before it passed into the hands of Roy Bloxam. DB3S/2 was used sparingly by Bloxam in 1958 before putting it up for sale with the Chequered Flag garage.

Shortly after being advertised, it was in George Gale's ownership, who gave it a full windscreen, a passenger door, and a cigar lighter for more practical road use. DB3S/2 was extremely fortunate to be in the hands of an owner who clearly loved it at a time when so many other sports cars suffered quite badly. Gale kept his DB3S for over two decades, only parting with it after eight years of persistent approaches by Richard Forshaw of Aston Martin Service Dorset. Forshaw owned more DB3Ss than anyone else and set about restoring DB3S/2 to the Works specification that Peter Collins bought in 1955. Underneath the road-car trim was an extremely original DB3S, with its matching-numbers engine from when it was sold to Collins and an entirely original body, save for the passenger door and metal tonneau lip.





Forshaw kept DB3S/2 until 1998, when it entered the collection of Peter Read, who raced it at the Monterey Historics and displayed it at the 1999 Louis Vuitton Concours. Read sold DB3S/2 to noted collector John McCaw in 2004, and the car was awarded 3rd in Post-War Sports Racing at the 2005 Pebble Beach Concours d'Elegance. DB3S/2 entered a third successive world-renowned collection in 2015 and has been beautifully maintained ever since, with outings at Goodwood Revival and other events. It remains in fantastic cosmetic and mechanical condition today and is fitted with a spare race engine by RS Williams with the original DP101/37 engine prepared and preserved on a stand. It should also be noted that DB3S/2 is accompanied by an extraordinary history file with many period documents, including original Aston Martin internal race debriefing reports by John Wyer, period articles and photographs, race programs, and maintenance invoices and reports going back to Richard Forshaw's restoration.

Chris Nixon wrote about DB3S/2 in his definitive book *The Aston Martin DB3S Sports-car* that "it is now in magnificent condition, and Frank Feeley's high rear-wing line makes it, and 3S/1, very handsome indeed." The statement holds true over two decades later, and DB3S/2 represents an extraordinary example of one of the few post-war racing cars that can be truly enjoyed on the road and at events such as Mille Miglia, Goodwood Revival, and international concours.

Very few race cars of the era can claim to have their original chassis, engine, and body from when they left the factory; DB3S/2 is one of them. And fewer cars yet are so inextricably linked to a hero of motor racing; Peter Collins was a phenomenal talent, and DB3S/2 represents an extraordinary opportunity to own and drive a part of his story.



Courtesy of Martyn Wainwright.



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1987 ASTON MARTIN LAGONDA SHOOTING BRAKE

CHASSIS NO.
SCFDL01S3HTL13533

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Unique shooting-brake conversion

Two private owners from new

Accompanied by its original service books and warranty card

William Towns's Aston Martin Lagonda remains one of the most extreme interpretations of the folded-paper angular design of the 1970s. While the styling may have been divisive at the time, the car is now considered one of the most important designs of its era. Only 645 cars were hand-built over a 12-year production run, the rarest of which is the fuel-injected Series III, which ran to a mere 85 cars in a single year of production.

This example was delivered new to a Danish citizen, Mr. Svend Svendsen, living in Switzerland.



As every Aston Martin Lagonda was built to order, Mr. Svendsen specified his car with a full cocktail set, television, picnic tables, and lamb's wool rugs to complete his car with all the necessary accoutrements befitting a British luxury saloon. Rightfully proud of his new purchase, he went to Newport Pagnell in person to collect the car. Photographs of his visit remain in the file.

Mr. Svendsen retained his beloved Aston Martin Lagonda until 2006, when the car was sold to its second owner in Sweden. He set about converting the car to its present shooting-brake configuration in the spirit of conversions of the DB5 and DB6 by Radford and Panelcraft. Experienced Swedish industrial and automotive designer Ted Mannerfeldt was brought in to lead the project.

The design brief took inspiration from the conversion carried out by Roos Engineering in 1996—with the ambition of preserving as much of the original William Towns design as possible. The result was a more harmonious incorporation of the shooting-brake element into the original lines of the car, preserving most importantly the distinctive C-pillars and the symmetry of the original design. The project was followed by Swedish television series *Grand Turismo TV*. Ultimately, the final conversion took many years to refine to the exacting standards of the car's enthusiastic owner. The car comes with a detailed history file, including its original service books and warranty card.





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1989 ASTON MARTIN V8 VOLANTE ZAGATO

CHASSIS NO.
SCFCV81Z6JTL30026
ENGINE NO.
V/585/0026

\$375,000 – \$475,000

One of only 37 examples produced

Upgraded to Vantage specification by Aston Martin Works

Exceedingly rare original LHD with automatic gearbox

Nearly three decades after the incredible success of the DB4GT Zagato, Aston Martin once again joined forces with the renowned Italian coachbuilder to create the V8 Vantage Zagato coupe. Remarkably, the entire order book for the limited production run of just 50 examples was filled on the strength of the basic concept, design drawings, and a scale model at Geneva in 1985!

The Zagato's distinctive bodywork, rendered in lightweight aluminum, was a modern interpretation of the DB4GT. During the design process, Zagato trimmed the wheelbase of the contemporary V8 by just over 17 centimeters and deleted the rear seats, creating the first two-seat Aston Martin since the DB4GT. Underhood, the Tadek Marek-designed 5.3-liter, four-cam V-8 was upgraded to 432 bhp, offering top speeds of some 186 km/h.

Given the success of the Zagato coupe, plans were made for an open-top version, and the Zagato Volante convertible debuted at Geneva in 1987. To accommodate for the lack of a fixed roof, the chassis provided more torsional rigidity than the coupe. In order to not upset the customers who had bought the coupe, the



Volante was fitted with the V/585 electronic fuel-injected V-8—therefore no bonnet bulge was needed. While not as brutal as the Vantage Zagato, the Volante engine produced over 320 bhp—a very strong performance, nonetheless.

As sold to the current owner in 2010, the V8 Volante offered here was equipped with the lower-rated V/585 electronic fuel-injection specification. Immediately upon purchasing the car, the owner sent the vehicle to Aston Martin Works, where a full restoration began, with the intention to upgrade the car both physically and mechanically to Vantage specification. Today, the original engine is equipped with the

massive Weber carburetors—and the accompanying power bulge. The front headlamps and grille were also modified to Vantage specification. Chassis 30026 is one of just six Volantes to have ever been returned to Works for this extremely rare upgrade.

Just 37 V8 Zagato Volantes were ultimately built, including only 12 original left-hand-drive cars; of those, this example is one of four equipped with an automatic gearbox. Offered here is an extremely rare example of that iconic partnership between Aston Martin and Zagato.





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1961 ASTON MARTIN DB4 SERIES II

CHASSIS NO. **DB4/558/L**
ENGINE NO. **370/567**

\$600,000 – \$700,000

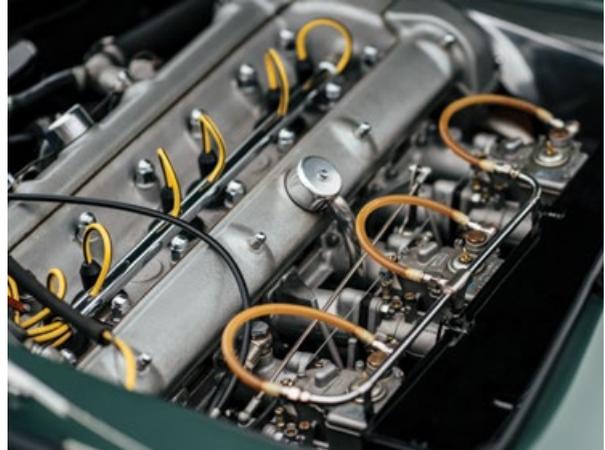
One of approximately 349 second series DB4s
Restored by marque specialists
Tastefully upgraded to Vantage-style specifications
Offered with factory build sheet, owner's manual, and tools
Classically styled DB4 with GT-level performance





Of all the post-war Aston Martins, the gracefully sleek DB4 is most admired for its robust British engineering combined with the elegant Italian lines in perfect proportion.

The specification included a new and strong steel platform chassis engineered by Harold Beech, who had recently taken over as Aston Martin's chief engineer. In production form, this rigid frame underpinned a sleek, virtually unadorned fastback body designed by Carrozzeria Touring of Milan, utilizing their vaunted Superleggera construction, which features a skeleton of small-diameter steel tubing covered by hand-formed aluminum alloy body panels. The coachwork was constructed by Aston Martin under license from Touring. The new chassis featured



independent front suspension and a live rear axle well located by trailing arms and a Watt's linkage. Four-wheel disc brakes and rack-and-pinion steering were specified for the first time; both items were advanced for their day and offered conspicuously ahead of adoption by Ferrari.

The most exciting development, however, was the innovative alloy twin-cam 3.7-liter straight-six engine created by Tadek Marek and based upon the DBR2 racing motor. With twin SU carburetors, it was rated at 240 brake horsepower and produced the prodigious torque for which these DB series Astons have become famous.

The car offered here is one of just 349 Series II DB4s produced, a model that addressed a number of problem areas associated with early production, yet still retained the original, uncomplicated look of the initial design. The perforated grille, tall hood scoop, and one-piece "cathedral" taillights exemplified the classic style, making the second-series cars especially desirable to devoted enthusiasts of the model.

A rare original factory left-hand-drive car, chassis number DB4/558/L was delivered new in July 1961 to Charles M. Huttig of Clayton, Missouri. Mr. Huttig specified his new DB4 be finished elegantly in Snow Shadow Grey with a contrasting red leather interior and chrome-plated wire wheels. It was also fitted with the standard equipment for US delivery cars: 3:77:1 final-drive rear-axle ratio and Power-Lok differential. In the late 1990s, the



DB4 had made its way to the northeast, where it was acquired from Doug Petersen's Petersen Classics in 2002 by Richard Phillips of Westport, Connecticut. Mr. Phillips commissioned Marjan Kraljevic's respected Vantage Motors of Stamford, Connecticut, to perform a comprehensive restoration.

A respected Aston Martin specialist, Kraljevic began his career work with noted Ferrari driver and dealer Bob Grossman before officially joining Aston Martin as a mechanic in 1977. He would go on to become Aston Martin's North American Vintage Racing department chief mechanic before opening his own specialty shop in 1990, earning a reputation for his authentic restorations and upgrades to proper Vantage and GT specifications. Kraljevic's upgrades to this DB4 include upgrading the original engine to displace 4.2 liters, larger inlet manifold, RSW camshafts, a large-bore air box and triple Weber carburetors. Also added were large-bore stainless steel headers and a stainless exhaust system to

improve breathing. The upgrades resulted in a lively, enjoyable car delivering an estimated 330 hp, considerably more power and performance than when delivered new in 1961. A Harvey Bailey suspension and handling package complement the engine upgrades, making this DB4 a very quick and nimble automobile.

After the restoration was completed in 2004, the car was driven sparingly, appearing at the Fairfield and Greenwich Concours d'Elegance before being sold to Indianapolis 500 victor Danny Sullivan in 2014. The current owner has continued to refine this DB4 with period-correct Pirelli Cinturato radial tires and period-style seat belts using NOS Britax hardware and matching webbing. A factory-correct distributor cap and "bumble bee" ignition leads have been installed, as well as a new QuickSilver stainless exhaust system. Numerous additional items were attended to while returning the Aston Martin visually to its USA delivery, factory-correct specification.



This DB4 was exhibited at the 2016 Hillsborough Concours d'Elegance and the 2018 Rule Britannia inaugural event in Monterey. It is accompanied by a tool roll, jack with jack bag, an original owner's manual, British Motor Industry Heritage Trust certificate, and receipts from the current owner's servicing and updates. Binders are also included with relevant workshop manual and parts catalogue information.

Finished stunningly in classic Aston Martin Racing Green over parchment-tan leather with contrasting green piping and matching green Wilton carpets, this DB4 is both sporty and elegant, as well as fast and refined—a superb example that is at home on the concours lawn yet encourages spirited driving with confidence on winding country roads, as well.



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Ω† **1961 ASTON MARTIN DB4GT**

CHASSIS NO. **DB4GT/0162/R**

ENGINE NO. **370/0124/GT**

\$3,000,000 – \$3,400,000

One of only 47 right-hand-drive examples

Detailed and documented history since new

Aston Martin–installed in-period ex–Stirling Moss engine

Restored by Aston Martin Works in 2017–18

An exceptional DB4GT in every regard



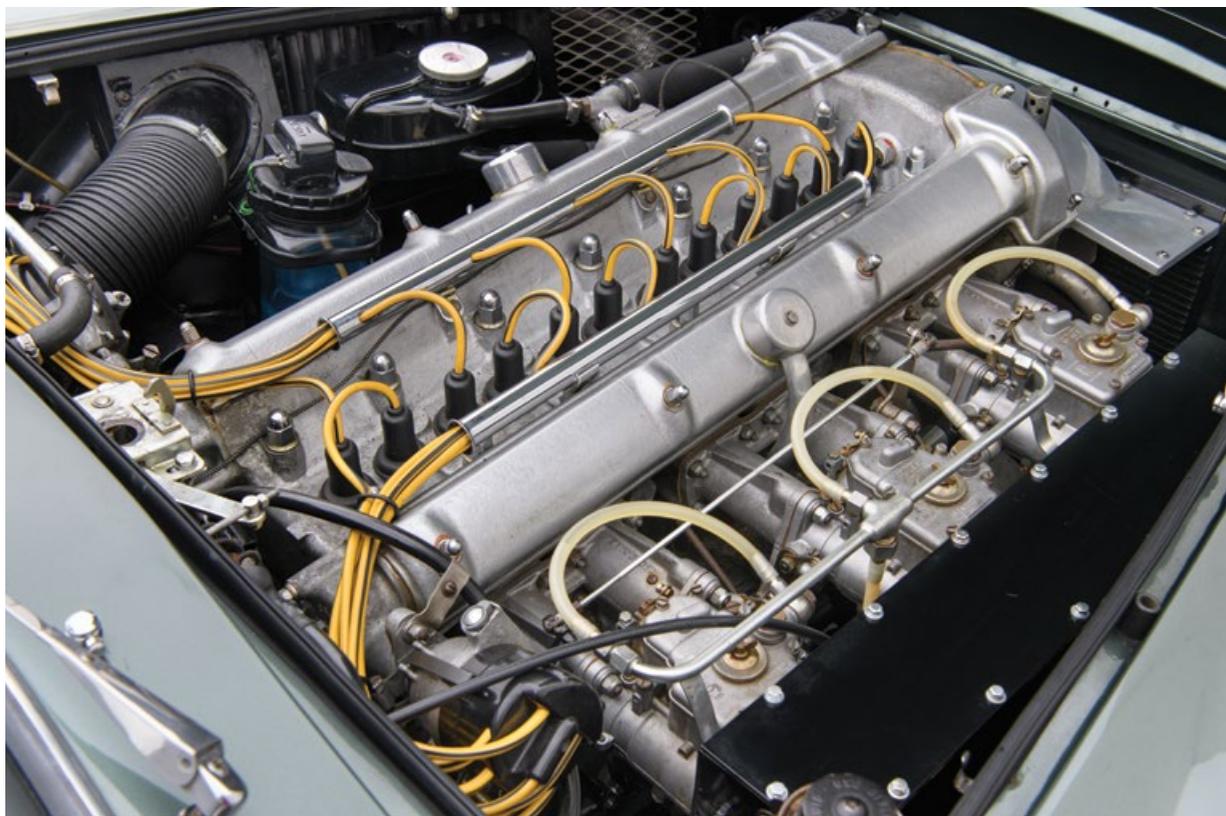
When, in 1958, Aston Martin announced the DB4, it was certainly the world's most advanced GT car. But with racing running deep in the veins at Aston Martin, a track version of the DB4 was conceived six months before the DB4 was even to be announced. The vision was to create a gentleman's GT racing car that would allow the owner to enjoy competition success and help build Aston Martin's reputation on the track.

At the launch of the DB4 in Paris, the local distributor also urged Aston Martin's general manager, John Wyer, to build a racing version of the DB4. Clearly there would be demand, and so work continued on designing the DB4GT, with Harold Beach on the chassis and Ted Cutting behind the engineering. Wyer told Ted to "cut five inches out of a DB4 and produce a cheap and cheerful GT car." The shortening by five inches was in the doors, thus

keeping Touring's fine Superleggera lines largely untouched but also adding a real sense of purpose.

Ted Cutting (who also designed the DBR1) considered that "the DB4GT was in fact a return to the specification of the 1950 DB2. That is, a long-distance, very fast, two-seater grand touring car." The DB4GT was designed with just two seats and a luggage platform in the rear. The doors were lightweight aluminum, and the boot was occupied by a 30-gallon fuel tank and the spare wheel on top. The engine was uprated with a twin plug head and triple 45 DCOE4 Webers. A front oil-cooler scoop was added, and the car ran on Borrani light alloy wheels with twin circuit Girling brakes. The changes to Touring's DB4 design were all performed at Feltham, though the closed-headlight design was done at Newport Pagnell.





The DB4GT, with its higher compression ratio of 9:1, larger inlet and exhaust valves, and uprated camshafts, had a claimed output of 302 bhp at 6,000 rpm. The DB4GT could reach 60 mph in just over six seconds, and a quarter of a mile distance reached from a standing start in 14 seconds, hitting a speed of 98 mph. The top speed was just over 150 mph.

The prototype, DP199/1, first ran in March 1959. The first public showing of DP199 was at Silverstone in May 1959. Stirling Moss put the car on pole position, won the race, and set a lap record in doing so. For the car to be accepted for the race, John Wyer had to sign an undertaking that the prototype would go into production, and Wyer was happy to do so! DP199 also made the DB4GT's only Le Mans appearance in 1959. In 1960, DP199 was tested at MIRA by Reg Parnell, who famously took the car from 0 to 100 mph and back to 0 again in 20 seconds—an astounding feat in the day.

Press reaction after the launch was very positive. Dennis May drove DP199 and wrote in *Car and Driver*, "It does our English ego good to doubt whether this Englishman's car is in much danger of having its feat eclipsed by foreign rivals of comparable rating. Or any rating."

Aston Martin would go on to build 75 DB4GTs, plus 20 Zagatos. Sixty percent were right-hand-drive cars. Eight of the DB4GTs were built at Feltham to lightweight specification. The most famous of these cars were the Equipe Endeavour Tommy Sopwith car, driven by Stirling Moss and Jack Sears, and the two Essex Racing Stable cars, 17 and 18 TVX. These cars were raced with success by Innes Ireland and Roy Salvadori.

Today the DB4GT is acquiring increasingly mythical status and is seen and enjoyed as one of the most important and impressive post-war Aston Martins. Not bad, given John Wyer's almost throwaway line to shorten a DB4! It should be viewed as a genuine peer of the 250 SWB Ferrari but with added English élan.

DB4GT/0162/R was delivered in its original colors of white over grey interior on 6 June 1961 via Ken Rudd's Brooklands Motors in London to the first owner, the notable British artist Ralph Maynard-Smith, who was famous for his fine contemporary paintings. He passed away in 1964 at a young age, and the car went back to Brooklands Garage, who sold it to David Harris later that year. It was acquired by David Williams in 1967. He was a very enthusiastic owner and rapid driver, as his son Roger recalled vividly. After much hard and fast driving, the car

developed a significant engine problem. It was taken to the factory at Newport Pagnell; luckily, Williams was a personal friend of the Aston Martin Service Manager, Dudley Gershon, who gave very favorable terms for the repair of the car. In fact, Gershon went further. Rather than try to repair the engine, it was replaced by one that was “on the shelf” and in a reconditioned, ready-to-go state. The total cost of the engine was a mere £352. The installation is fully documented.

However, that replacement engine, no. 370/0124/GT, also happened to have been removed earlier from the ex-Equipe Endeavour Stirling Moss lightweight, DB4GT/0124/R. This was a competition department-built engine with immense success behind it in the hands of Stirling Moss and Jack Sears. In fact, the car won almost every race that it entered. The factory also fitted a new chassis plate with the correct matching engine

number to complete the installation. Not surprisingly, this engine was more powerful and very well set up—doubtless Mr. Williams was delighted with such an engine fitted in his car. Williams enjoyed the car hugely but passed away in 1978, after which it went to David Saunderson, a noted Ford Dealer proprietor in Kent, England, who paid £5,000 for the car. In 1981 Saunderson entrusted it to Aston Martin Newport Pagnell for chassis remedial work and a color change to dark blue.

In 1996 the car was sold via Classic Lines in the UK to Japan. The first Japanese owner had the car repainted in Aston Racing Green and re-trimmed in tan leather at Brescia restorations in Tochigi. The final Japanese owner was the well-known movie actor Toshiaki Karasawa. On a visit to Japan in 2012, ‘0162’ was acquired by David Clark and returned to the UK.



The current owner bought the Aston in April 2016, but not long afterwards it would return once more to Newport Pagnell for an important role. Aston Martin in 2016 embarked on the production of a further 25 DB4GT “continuation cars,” and O162 was loaned to the Works for a year as the reference car to help Aston Martin achieve the authenticity they desired for the new cars. This DB4GT was deemed a very fine example and ideal to help the Works team build the new cars to the highest standards. DB4GT/O162 was extensively dismantled, and in its reconstruction, it benefitted from a Works repaint in Racing Almond Green and re-trim in Connolly hide. Since then the car has been maintained by Desmond Smail and is in very fine order. Chrome is excellent, and the bumper fit is good all-around. All the other brightwork is in very good condition and of original type.



Most recently, the car was driven and assessed by noted Aston Martin expert Stephen Archer: “This DB4GT is quieter than many DB4GTs, a function of a good exhaust system and a smooth, well-set-up engine and no running-gear noises. The steering is very precise, and out on the open road, the car drives superbly, with an engine that feels quicker than a standard 3.7 DB4GT, as one might expect with an engine with its history. The brakes have all the feel and strength of GT brakes. The GT sits well and feels taut with no bumps or rattles.

“The handling is very good with excellent body control and responses. It currently runs on Avon radials, which are very good tires for this car. The wheels are the correct painted Borrani with the right type of domed Borrani knockoffs. This DB4GT has clearly been very well looked after and maintained in highly authentic condition, and has a really nice, fresh interior using all the right period materials. The car retains its original keys—a small but nice symbol of how well the car has been kept.”

DB4GT/O162 is a wonderful Aston Martin with a fascinating history and an example that without fault looks, feels, and drives as a DB4GT should. In this regard, O162 can be acquired without reservation.







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2003 ASTON MARTIN DB7 VANTAGE VOLANTE ANNIVERSARY EDITION

CHASSIS NO.
SCFAB42343K404412
SERIAL NO. **013/100**
ENGINE NO. **AM2/04335**

\$50,000 – \$70,000

OFFERED WITHOUT RESERVE

One of just 25 Volante Anniversary Editions built

The last of the DB7 models produced

One of six delivered to the U.S.

Less than 12,000 original miles

At the time, the DB7 was Aston Martin's most successful model ever. It was first announced in Geneva in 1993, and by 2003 the company was moving on to other projects. For a final send-off, Aston Martin announced the DB7 Anniversary Edition, marking the 10th anniversary of the model. Available in either the Vantage coupe or Vantage Volante specification, a run of 100 vehicles was planned for; however, it is believed that only 55 were ultimately built—25 coupes and 30 Volantes—prior to DB9 production.

For the Anniversary Edition, Aston Martin designed a brand-new one-off trim package featured on each of the limited-edition DB7s. As presented here on Volante 404412, each car was finished in the special shade of Slate Blue. The interior was also finished in tonal blue—showcasing Aston Martin's



two-tone interior package, the upper seat was finished in Caspian Blue leather, while the lower seat is Arctic Blue. As a final touch, the Aston Martin logo is embossed on the seat back above "Anniversary." Unique to this model are the pleated center seat panels, likewise completed in Arctic Blue.

Many extras that were optional on previous models of the DB7 were fitted as standard to the Anniversary Edition. These include the color keyed steering wheel, power-fold mirrors, Touchtronic transmission, and graphite-grey brake calipers. A plaque on the door sill marks this vehicle as number 13 of 100. According to

the Carfax report on record, this DB7 entered the United States in December 2003. It was first registered in California and then sold to a second Californian in 2008. After passing to a third owner, the DB7 was acquired by the current owner in Arizona. With mileage of just 11,996 miles, this is surely one of the lowest-mileage DB7 Vantage Volantes Anniversary Editions currently available.

An extremely rare DB7 model, just six Anniversary Edition Volantes were exported to the United States—one in such pristine condition as this does not appear on the market often.





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2013 ASTON MARTIN V8 VANTAGE COUPE

CHASSIS NO.
SCFEBBAK5DGC17704
ENGINE NO. **AM14/19014**

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

The definitive Aston Martin grand tourer

Naturally aspirated 4.7-liter V-8; six-speed manual gearbox

Unique color combination for U.S. market

Presented with just 740 miles from new

Aston Martin's GTs have always stood the test of time, and the Vantage is among the most iconic. The elegance demonstrated from its unmistakable Aston Martin styling, formidable engine grunt, and quintessential British luxury place the Vantage among the most respected on the road. In 2005 Aston Martin reintroduced the Vantage name to their lineup in the pursuit of reviving the legendary model. The subsequent 12 years of production proved to be an exceptional period of Aston road cars, as the Vantage underwent over fifteen

iterations. However, among the most conclusive, the V8 Vantage assumes itself as an exceptional example of the lineup.

Models after 2008 were to be powered by Aston's then-new type AJ37 4.7-liter V-8. The engine produced a respectable 420 horsepower and 346 ft lb of torque, more than enough to handle its curb weight of 1,640 kg. In order to keep the engine low in the chassis to help the car's center of gravity, the engine featured a race-style dry-sump lubrication

system. Furthermore, to aid the overall handling of the car, the power plant was mid-mounted with a rear-mounted transaxle. This allowed the Vantage to achieve a near 50/50 weight distribution.

The example offered can be considered among the most pristine and unique in the world. Presented with just 740 miles from new, this V8 Vantage coupe shows beautifully throughout. The car is just one of 16 in Stratus White, offered from Aston's Contemporary Range of exterior colors, and built for the U.S. market. Furthermore, it is believed to be the only example presented in this color combination over a tasteful Spicy Red leather interior. On top of its stylish color combination, the car

features over \$12,500 in optional extras. Interior options included AM 700w premium audio system, heated front memory seats, and indented leather seat inserts. For good measure, the car is equipped with the preferred six-speed manual transmission, an appropriate feature for an exemplary grand tourer. The Vantage also features optional sport suspension, 19-inch V-Spoke graphite-colored diamond-turned wheels, black vaned front grille and black meshes, clear tail lamps, and black textured tailpipe finisher.

It is safe to say this V8 Vantage is truly special, given its rare color scheme, low mileage, and select options.





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2003 ASTON MARTIN DB7 GT

CHASSIS NO.
SCFAD22313K304279
ENGINE NO. **AM2A/00240**

\$75,000 – \$95,000

OFFERED WITHOUT RESERVE

One of 191 production models built

Only 106 equipped with left-hand drive

Recently serviced with invoices totaling to \$20,000

The ultimate, most powerful version of the DB7

Showing 30,761 miles from new

For some Aston Martin customers, even a Vantage engine just doesn't quite do the job. Demand for a higher-performance DB7 was enough that the marque produced the DB7 GT, crafted for those drivers who wanted more power, increased handling, and an overall greater driving experience.

For a premium over the DB7 Vantage, customers received a car loaded with improvements to the power train, chassis, brakes, and aerodynamics. Fitted with the Vantage V-12 all-aluminum engine,

further development had increased power to 435 bhp for the six-speed model—an increase of 15 bhp—and torque to 410 ft lb, whereas the GTA retained the original 420 bhp output. A new exhaust system was fitted, incorporating the Vanquish-style bypass valves. The suspension was modified, and the chassis was stiffened by 20%. A Quickshift gear lever and racing twin-plate clutch offered a faster gear change and allowed the driver maximized use of the increased power and torque. Aiding in the improved drivability and control, larger Brembo brake discs and upgraded brake pads were fitted, increasing braking performance.

Externally, the body was assessed for aerodynamic balance at high speeds, and several changes were made. Additional sweeps for the undertray, wheel-arch liner extensions, and a revised boot-lid spoiler

were said to reduce lift by almost 50%. The bonnet also featured Vanquish-style twin vents in order to help with airflow, and the upper and lower air intakes were covered with distinctive wire mesh grilles. Most noticeably, new five-spoke 18-inch alloy wheels were fitted to provide optimum levels of performance and grip.

Offered here is one of these ultimate DB7 GTs, one of 64 imported to the U.S. According to the Aston Martin Registry, this GT is one of two finished in this special "Bond" color of Silver Birch and is the only left-hand-drive example. The interior retains the full Bridge

of Weir black leather sports seats. Originally delivered to New Hampshire in July 2003, chassis 304279 was sold into Michigan in 2006, where it remained for over a decade. The Aston Martin has recently undergone \$20,000 in servicing at an Aston Martin dealership, receipts for which are on file. Furthermore, the car includes a clean Carfax report, two sets of keys, Aston Martin umbrella, and original owner's manual.

Infinitely drivable with its powerful V-12 and six-speed gearbox, this rare, sleek, and very collectable Aston Martin DB7 GT ticks all the proverbial boxes.



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In the event of a successful bid, our Administration department will e-mail you a copy of your Bill of Sale and wire transfer instructions following the sale. Payment is due in full on or before 5:00 p.m. of the next business day following the auction, and payment is to be made to RMS. All payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.

ADDITIONAL FEES AND TAXES

The final bid price does not include the Buyers' Premium or applicable taxes on each lot purchased. The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RMS certification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the lot to their final destination.

BUYERS' PREMIUM

In addition to the Hammer Price, the winning Bidder is required to pay RM Sotheby's a percentage of the Hammer Price, which RM Sotheby's retains as the Buyers' Premium for their purchase of each lot ("Buyers' Premium") in accordance with the following clauses:

- In the event of a final Hammer Price of \$250,000.00 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- In the event of a final Hammer Price above \$250,000.00 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000.00 (USD), and receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000.00 (USD).
- Buyers of all non-motor-car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of that particular lot.

TITLE TRANSFER

In an effort to ensure all titles are free and clear of liens or encumbrances, RM Sotheby's manages the process of title reassignment on your behalf. Buyers will receive titles via UPS up to twenty (20) business days following the auction.

ADMINISTRATION CONTACT INFORMATION



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BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lot being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$100,000	\$2,500
\$500,000	\$10,000

REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by 5:00 p.m. on the next business day following the auction. If the lot is not removed by the Bidder by 5:00 p.m. on the next business day following the sale, the Bidder will be charged a removal fee and a daily storage fee until the lot is removed. Please note that the Bidder is required to insure their lot while it is being stored on their behalf.

DOMESTIC SHIPPING

Representatives from Reliable Carriers will be on-site to assist clients wishing to transport an automobile purchased at auction. For further information, please contact:



Reliable Carriers, Inc.
+1 800 521 6393
www.reliablecarriers.com

INTERNATIONAL SHIPPING

Please contact Mike Brablec at the number provided for recommendations and assistance.

TRANSPORTATION CONTACT INFORMATION



MIKE
BRABLEC

+1 519 436 8765
mbrablec@rmsothebys.com



DONNA
TOMLINSON

+1 519 352 4575
dtomlinson@rmsothebys.com

INSURANCE

RMS' official insurance partner is Hagerty, the global leader in classic car insurance. Hagerty representatives will be available on-site for assistance. For more information, please contact:

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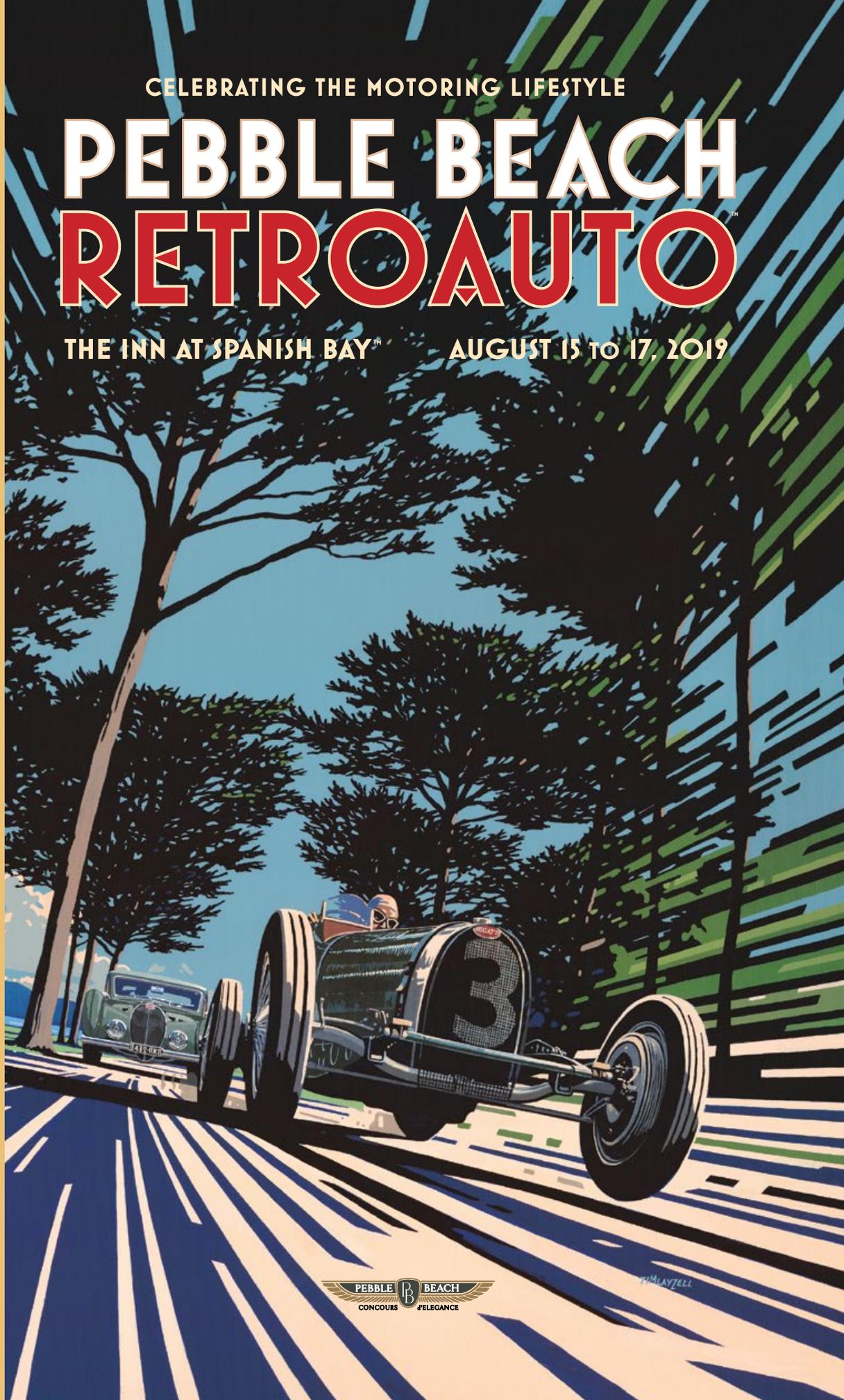
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CONSIGNORS' CONDITIONS OF BUSINESS

1. Introduction:

- 1.1. Please ensure that you read and understand these Conditions of Business ("Conditions") prior to consigning a Motor Car or Any Other Lot at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") sale.
- 1.2. RMS' contractual relationship with the Consignors is governed by:
 - 1.2.1. These Conditions;
 - 1.2.2. The Consignment Agreement package; for the avoidance of doubt, this is the fillable package containing the Consignor's personal information and information regarding the Motor Car or Any Other Lot;
 - 1.2.3. The Conditions of Business displayed in the auction salesroom;
 - 1.2.4. The Conditions of Business displayed on RMS' website; and
 - 1.2.5. In each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(clauses 1.2 to 1.2.5 together "Contractual Obligations")

- 1.3. As auctioneer, RMS acts as agent for the Consignor, and a sales contract is made directly between the Consignor and the Buyer.
 - 1.3.1. Occasionally, RMS may own a Motor Car or Any Other Lot (and in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a Motor Car or Any Other Lot as a secured creditor or otherwise.
2. **RMS Receiving Motor Car or Any Other Lot in Trust:** Any consigned Motor Car or Any Other Lot is delivered to RMS in trust under the exact terms set forth in these Conditions. RMS agrees to receive the Motor Car or Any Other Lot in trust and agrees not to permit its use for any other purposes, other than those contained in these Conditions, without the express written consent of the Consignor.
3. **Services:** RMS agrees to act as an agent for the Consignor and to provide auction services, including but not limited to, a sales facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RMS will have absolute discretion with regard to the motor car and any other lot or any RMS auction as to (a) consulting any expert either before or after the sale, (b) researching the provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.
4. **Commissions:** If the Motor Car or Any Other Lot is sold, the Consignor agrees to pay the Sellers' Commission on the Hammer Price (the last accepted bid is the Hammer Price ("Hammer Price") of the Motor Car or Any Other Lot to RMS, as indicated in the Commissions section of the consignment package. Further, the Consignor acknowledges that RMS will collect a Buyers' Premium from the Buyer of the Motor Car or Any Other Lot in question, based on the Hammer Price on the Motor Car or Any Other Lot. Please note

that the Buyers' Premium may be subject to change at the discretion of RMS if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the Motor Car or Any Other Lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

5. Proceeds to Consignor:

- 5.1. As an accommodation to the Consignor, RMS agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the Motor Car or Any Other Lot to the Buyer, and delivering the amounts due to the Consignor under these Conditions. If the Motor Car or Any Other Lot is sold by RMS during the term of these Conditions, the money due to the Consignor shall be disbursed within 20 business days after the sale, provided that the purchase price, applicable commissions, and fees have been received by RMS, in accordance with the terms of these Conditions.
- 5.2. As used in these Conditions, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the Hammer Price or when the auctioneer awards the Motor Car or Any Other Lot to the highest Bidder.
- 5.3. The Consignor authorizes RMS to release the Motor Car or Any Other Lot to the successful Buyer upon RMS receiving full payment from the Buyer or financing terms as agreed to with RMS.
- 5.4. The Consignor agrees to rely solely upon the Buyer for payment.
- 5.5. Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RMS with the documents necessary to transfer the ownership of the Motor Car or Any Other Lot to the Buyer.
- 5.6. If RMS has reason to believe or is notified that the (i) Consignor's breach of the Contractual Obligations, (ii) alleged breach of the Contractual Obligations, (iii) Consignor's actions could potentially cause RMS liability, and/or (iv) Buyer claims material misrepresentation within the Twenty Day Window (defined below) as outlined in clause 10 ("dispute"), RMS, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RMS may deduct any sums that are due to it from the sum held.

6. **Exclusivity:** The Consignor grants to RMS the exclusive right and authority to advertise and sell the Motor Car or Any Other Lot for a period beginning with the date of these Conditions and ending 60 business days following the auction.

- 6.1. If the Motor Car or Any Other Lot is sold prior to the auction and RMS has not agreed in writing to this sale, the Motor Car or Any Other Lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 20, *Withdrawn Motor Car or Any Other Lot, of these Conditions.*
- 6.2. If the Motor Car or Any Other Lot does not sell at auction, the Consignor grants RMS the authority to list the Motor Car or Any Other Lot for sale on RMS' Private Sales website and advertise, in other media at RMS' discretion, the Motor Car or Any Other Lot for sale up to 60 days after the auction.

6.2.1. RMS does not have the authority to unilaterally sell the Consignor's Motor Car or Any Other Lot

after the auction and must submit what RMS believes to be commercially reasonable offers for sale to the Consignor.

- 6.2.2. If the Consignor agrees to the sale of the Motor Car or Any Other Lot, the Consignor will be required to pay RMS a percentage of the sale price equivalent to the Buyers' Premium (as charged in the auction), unless RMS and the Consignor mutually agree to a different Private Sales commission.

7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership to Motor Car or Any Other Lot:

- 7.1. It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("Titles") to the Motor Car or Any Other Lot to RMS prior to the auction of the Motor Car or Any Other Lot.
- 7.2. The Consignor warrants that the Consignor is the sole owner of the Motor Car or Any Other Lot, and that the Consignor has full right and authority to sell the Motor Car or Any Other Lot.
- 7.3. The Consignor agrees to provide RMS with a good, clear, and transferable Title to the Motor Car or Any Other Lot in advance of the auction.
 - 7.3.1. If for whatever reason RMS is forced to correct any Title defect, the Consignor agrees to first pay RMS a minimum fee of US\$500 and, if the Title defect costs more than US\$500 to correct, the Consignor agrees to pay for any and all additional reasonable expenses related to correcting such defect ("Title Fees"). The Title Fees will be deducted from the Consignor's proceeds of sale.
 - 7.3.1.1. In cases where pre-existing Titles do not exist and insurance bonds are necessary, the Consignor will be charged Title Fees on a case-by-case basis.
- 7.4. In order to facilitate and transfer the Title for the Motor Car or Any Other Lot, the Consignor agrees to sign the Power of Attorney attached to the Consignment Agreement package.
8. **Non-Payment by Buyer:** In the event of non-payment by the Buyer, RMS will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RMS shall not be liable to the Consignor for payment. If the Buyer does not pay RMS, then at RMS' sole discretion, RMS may cancel the sale and return the Motor Car or Any Other Lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RMS has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the Motor Car or Any Other Lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RMS any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor agrees to execute any documents reasonably



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CONSIGNORS' CONDITIONS OF BUSINESS

necessary to evidence this assignment, including with respect to the Consignor's representations, warranties and indemnities as set forth in these Conditions. The Consignor authorizes RMS, at RMS' sole discretion, to impose on any Buyer, and retain for RMS' account, a late charge if payment is not made in accordance with the Contractual Obligations.

9. Motor Car or Any Other Lot Description:

- 9.1. The Consignor agrees to accept sole responsibility and liability for any representations made by RMS that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the Motor Car or Any Other Lot, and also to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any such representations.
- 9.2. The Consignor is required to review and approve any and all catalogue descriptions within 2 business days of receiving the catalogue descriptions from RMS' Research department; if RMS does not receive a response to its request to review within 2 business days, RMS will consider this an approval of the catalogue description and a representation that RMS can rely upon.

10. Twenty Day Window for Rescission of Sale due to Material Misrepresentation Claims:

- 10.1. RMS will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction.
- 10.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder's due diligence) materially decreases the value or functionality of the Motor Car or Any Other Lot, RMS will work with the Buyer to reach a solution.
- 10.2.1. The Consignor agrees to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 10.

(clause 10 to 10.2.1 together "Twenty Day Window")

11. Motor Car or Any Other Lot Operation:

- 11.1. The Consignor warrants that the Motor Car or Any Other Lot is in a safe, operable condition to be driven or moved by RMS' employees or representatives. The Consignor acknowledges that, should RMS, at RMS' sole discretion, determine that the Motor Car or Any Other Lot is not safe to operate or move, the Motor Car or Any Other Lot will not be allowed across the block.
- 11.2. The Consignor authorizes RMS to perform minor work on the Motor Car or Any Other Lot to facilitate the Motor Car or Any Other Lot starting and driving across the auction block or being presentable for sale. The Consignor will hold RMS harmless and indemnify RMS from any damage or liability caused by the minor work performed by RMS' staff on the Motor Car or Any Other Lot.

12. Drivers: The Consignor acknowledges and grants permission for RMS and its employees and agents to drive or move the Motor Car or Any Other Lot from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility

to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor specifically agrees to indemnify, defend, and hold RMS harmless, as provided in these Conditions, from any liability that may result from such driving or movement of the Motor Car or Any Other Lot.

13. No-Sale of Motor Car or Any Other Lot:

- 13.1. If there is a no-sale, any and all fees owing, including but not limited to Title Fees, must be paid to RMS before the Motor Car or Any Other Lot is released to the Consignor.
- 13.2. If there is a no-sale, the Consignor is required to remove their non-sold Motor Car, including motorcycles, boats, and trailers, from the auction site by 5:00 p.m. of the next business day in the jurisdiction where the auction was held ("Removal Deadline").
- 13.3. Contingent upon clause 13.2 being satisfied, the Motor Car's Title (as long as the Consignor does not owe RMS any money) will be returned to the Consignor within 60 business days.
- 13.4. If any Motor Cars, including motorcycles, boats, and trailers, are not removed by the Removal Deadline (or are not granted authority to be removed due to clause 13.1), RMS will remove the motor cars, including motorcycles, boats, and trailers, and the Consignor is required to pay RMS a removal fee of up to US\$600 and a daily storage fee of up to US\$30.
- 13.5. For the removal of a non-Motor Car lot, including but not limited to memorabilia, jewelry, and clothing, from the auction site, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.
- 13.6. If the Consignor has not removed their Motor Car or Any Other Lot from the storage facility within 6 months of the sale date, RMS has the right to enter the Motor Car or Any Other Lot into an auction at no reserve or to sell it via private treaty for fair market value.

13.6.1. Once sold, RMS will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a 20% commission; if there are any remaining funds, these will be returned to the Consignor within 30 business days of the sale.

13.7. RMS shall have the right to exercise a charge or lien on the non-sold Motor Car or Any Other Lot or any other property belonging to the Consignor in the possession of RMS if the Consignor owes RMS money, and to apply any money due or to become due to the Consignor to the outstanding money the Consignor owes to RMS.

14. Cancellation/Rescission of Auction: RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the auction and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

14.1. Force majeure events, including but not limited to:

- 14.1.1. Any natural disaster that, despite reasonable efforts, restricts RMS from holding the auction;
- 14.1.2. Structural damage to the auction venue prior to the auction that, despite reasonable efforts, restricts RMS from holding the auction; and

14.1.3. A terrorist event that, despite reasonable efforts, restricts RMS from holding the auction.

14.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

15. Cancellation/Rescission of Motor Car or Any Other Lot: RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of a Motor Car or Any Other Lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

15.1. RMS opines that the Motor Car or Any Other Lot has been intentionally and materially misrepresented by the Consignor;

15.2. RMS opines that physical damage to the Motor Car or Any Other Lot, which cannot be sufficiently repaired prior to the auction, occurred after these Conditions was signed;

15.3. RMS is served with a lawsuit from a third party in relation to the Motor Car or Any Other Lot;

15.4. RMS faces significant reputational damages that would cause monetary damages for selling the Motor Car or Any Other Lot;

15.5. Material issues regarding the Title, registration, or transfer of ownership that cannot be reasonably cured;

15.6. Material issues regarding the provenance, merchantability, or authenticity of the Motor Car or Any Other Lot that cannot be reasonably cured;

15.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the Motor Car or Any Other Lot at auction that necessitate a cancellation; or

15.8. If there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a Motor Car or Any Other Lot not being authentic, being misrepresented, having an encumbered title or registration, having an undisclosed material issue, or having a similar claim, RMS has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the Motor Car or Any Other Lot and reimburse the payment to the Buyer if RMS deems the Buyer's claims to be valid.

16. Estimates and Catalogue Descriptions: Any pre-sale estimates are intended as guides for prospective Bidders. RMS makes no representation or warranty of the anticipated selling price of a Motor Car or Any Other Lot, and no estimate anywhere by RMS of the selling price of a Motor Car or Any Other Lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in any advertisements, or elsewhere are preliminary only, and they are subject to revision by RMS from time to time at its sole discretion. The Consignor acknowledges that RMS will not be liable for any errors or omissions in the catalogue or other descriptions of a Motor Car or Any Other Lot, and these descriptions make no guarantees, representations, or



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CONSIGNORS' CONDITIONS OF BUSINESS

warranties whatsoever to the Consignor with respect to a Motor Car or Any Other Lot, its attribution, legal title, condition, value, or other characteristics.

17. Odometer Statement: The Consignor will provide a duly executed odometer statement on or before the first day of the auction, and further accepts sole responsibility for the accuracy or inaccuracy of such statement.

18. Reserve:

18.1. A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but they may not be raised. The reserve does not include commissions to RMS. RMS has the right to sell a Motor Car or Any Other Lot at a price below the agreed verbal or written reserve, provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

18.2. If RMS contributes to the Hammer Price to meet a reserve, the reserve for the respective Motor Car or Any Other Lot becomes the Hammer Price plus RMS' contribution for purposes of commissions.

19. Insurance: The Consignor will be responsible for maintaining adequate property insurance on the Motor Car or Any Other Lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the Motor Car or Any Other Lot, which in each case shall include insurance for damages to the Motor Car or Any Other Lot and shall not be cancellable by the insurance company until after ownership and Title have passed to the Buyer and the Buyer has taken possession of the Motor Car or Any Other Lot from RMS. The Consignor agrees that RMS and its respective affiliates and agents will not be responsible for, and the Consignor releases RMS and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the Motor Car or Any Other Lot.

20. Withdrawn Motor Car or Any Other Lot:

20.1. The Consignor acknowledges that RMS has incurred and will incur significant costs preparing, advertising, marketing, and promoting the Motor Car or Any Other Lot for the auction.

20.2. If the Consignor withdraws one or more of the Motor Cars or Any Other Lots from the auction after the signing of these Conditions, the Consignor will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under these Conditions had the Motor Car or Any Other Lot (a) met their reserve; (b) if offered without reserve, then the Motor Car or Any Other Lot's published low estimate; or (c) if no published low estimate, then the Motor Car or Any Other Lot's fair market value as determined by RMS, by 5:00 p.m. of the next business day following the auction.

21. Legal Action: If either party brings action against the other arising from or relating to the provisions of these Conditions, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorney fees and costs. The law of the jurisdiction in

which the auction is held shall govern the provisions of these Conditions.

22. Marketing Fee: The marketing fee is non-refundable and is not credited toward the sales commission.

23. Bidding Restrictions: The Consignor hereby agrees not to bid on his/her/their Motor Car or Any Other Lot. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if applicable), the Consignor shall neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their Motor Car or Any Other Lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their Motor Car or Any Other Lot and becomes the successful Bidder, the expenses, marketing fee, repair expenses, Buyers' Premium, and Sellers' Commission on the Hammer Price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their Motor Car or Any Other Lot may be sold without reserve.

24. Motor Car or Any Other Lot's Batteries: If a Motor Car or Any Other Lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic US\$200 (or the local currency equivalent) replacement fee will be charged to the Consignor.

25. Antifreeze Is the Responsibility of the Consignor:

25.1. As the Consignor's Motor Car or Any Other Lot could be shipped to a location where below-freezing temperatures are a possibility, it is the Consignor's responsibility to ensure that, within the last 6 months, they have winterized their Motor Car or Any Other Lot for shipping in freezing temperatures. Winterizing one or more of the Motor Cars or Any Other Lots means that the Consignor has completely filled and properly mixed, at a minimum, -20°F-rated antifreeze into their Motor Car or Any Other Lot's radiator.

25.2. If any damage occurs because the Consignor did not properly winterize their Motor Car or Any Other Lot, it will be the Consignor's responsibility to cover the damages, and RMS may recoup these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their Motor Car or Any Other Lot, the associated costs with checking, filling, and disposing of the antifreeze will be recouped from the Consignor's settlement; if the Motor Car or Any Other Lot is not sold, the Consignor must pay RMS before the Consignor can retake possession of their Motor Car or Any Other Lot. If already settled, the Consignor must pay RMS directly.

26. Entire Agreement: This document shall be binding upon the Parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions shall not be modified, except in writing. Whenever used in these Conditions, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

27. No Legal or Tax Advice: These Conditions are an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing these Conditions and has signed these Conditions after having the

opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in these Conditions, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of these Conditions, RMS has not provided legal or tax advice or tax planning services to the Consignor or for the Consignor's benefit in connection with the transactions contemplated by these Conditions, and no one at RMS has acted as the Consignor's attorney or tax advisor.

28. Data Use: The Consignor agrees to allow RMS to use their personal information in accordance with RMS' privacy policy. RMS uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RMS auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RMS website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information, request a full accounting of what personal information is on file with RMS, unsubscribe to any services, or purge your personal information from RMS' systems, please email privacy@rmsothebys.com.

29. Anti-Money Laundering: The Consignor agrees to provide all information and assistance reasonably requested by RMS to comply with RMS' internal anti-money laundering process and to comply with any and all anti-money laundering laws and regulations in force in the jurisdiction in which the auction is held.

30. Photography, Videography, and Illustrations: All photographs, videography, and illustrations commissioned by RMS for the Motor Car or Any Other Lot are the absolute property of RMS, and RMS shall have the absolute right to use the photographs, videography, and illustrations as RMS deems fit.

31. Notice to Consignor as Required by the California Department of Motor Vehicles Code Section 11729: Failure by RMS to comply with the terms of these Conditions may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel that RMS has not complied with the terms of these Conditions, please contact an investigator with the California Department of Motor Vehicles.

32. Contract Cancellation Agreement: In the event of a successful bid, if a Motor Car or Any Other Lot has a combined Hammer Price and Buyers' Premium equaling less than US\$40,000, then under the Car Buyer's Bill of Rights (FFVR 35), RMS is required to offer a 2-day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RMS is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RMS is under no obligation to pay the Consignor for the Motor Car or Any Other Lot, and the Motor Car or Any Other Lot will be deemed a no-sale.

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BIDDERS' CONDITIONS OF BUSINESS

1. Introduction.

1.1. Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at clientservices@rmsothebys.com with any questions or concerns regarding these Bidders' Conditions of Business.

1.2. RM's contractual relationship with the Bidders is governed by:

- 1.2.1. These Bidders' Conditions of Business;
- 1.2.2. The Bidders' Conditions of Business displayed in the auction salesroom;
- 1.2.3. The Bidders' Conditions of Business displayed on RM's website; and
- 1.2.4. In each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.4 together "Contractual Obligations".)

1.3. As auctioneer, RM acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

- 1.3.1. Occasionally, RM may own a motor car or any other lot (and, in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. Bidder Due Diligence Responsibilities. The Bidder is responsible for any and all due diligence including but not limited to inspections and verification of the (i) condition, (ii) authenticity, (iii) completeness, (iv) statements made in reference to, and (v) any and all other matters regarding any motor car or any other lot offered in an RM sale ("Bidder Due Diligence").

3. Twenty Day Window for Rescission of Sale due to Material Misrepresentation.

3.1. RM will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction; after which time, all sales are considered "As Is" and "Where Is" as outlined in clause 4 below. Please send all concerns to legal@rmsothebys.com.

3.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder Due Diligence) materially decreases the value or functionality of the motor car or any other lot, RM will work with the Buyer to reach a solution.

3.2.1. The Buyer agrees to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 3.

(clause 3 to 3.2.1 together "Twenty Day Window")

4. With the Exception of the Twenty Day Window, All Sales Are "As Is" and "Where Is." No warranties or representations of any type whatsoever are made by RM regarding any motor car or any other lot offered in an RM sale. Statements printed in catalogues, online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by auctioneers or auction staff, are based on statements and historical files, if any, collected from the Consignor and other third party sources, and RM has no obligation to verify or authenticate any such statements. All motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR OR ANY OTHER LOT OR COMPONENT OF ANY MOTOR CAR OR ANY OTHER LOT, AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

5. Services. RM agrees to act as an agent for the Bidders and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car and any other lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

6. Registration Fee.

6.1. In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

- 6.1.1. Up to a US\$300 bidder registration fee for RMS North American auctions;
- 6.1.2. Up to a US\$200 bidder registration fee for RMA North American auctions;
- 6.1.3. A €200 bidder registration fee for RMS Paris auctions;
- 6.1.4. A €200 bidder registration fee for RMS Monaco and Villa Erba auctions; and
- 6.1.5. A £150 bidder registration fee for RMS London, United Kingdom, auctions.

6.2. Please note that the registration fees outlined in the clauses above are subject to change by any salesroom notice, auctioneer's announcement at the auction, catalogue update, or website update, and it is each

Bidder's responsibility to apprise themselves of any changes to the registration fees.

7. Bidding.

7.1. To bid at an RM auction, a Bidder must be at least 21 years of age.

7.2. At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.

7.3. The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

7.4. RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding and, whether during or after the sale, to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the motor car or any other lot in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute order or absentee bids and accept telephone bids and online bids via rmsothebys.com as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection therewith. Prospective Bidders should also consult rmsothebys.com for the most up-to-date cataloguing of the motor cars or any other lots.

7.5. By participating in the sale, the Bidder represents and warrants that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with federal and state antitrust law. RM may require such necessary financial references, guarantees, deposits, and/or such other security, at their absolute discretion, as security for any bid. Please bear in mind that RM is unable to obtain financial references over weekends or public holidays.

8. Purchase Price. The purchase price shall consist of the following:

- 8.1. the Hammer Price (defined below) of the motor car or any other lot, and
- 8.2. the applicable Buyers' Premium (defined below).

(Clauses 8 to 8.2 together "Purchase Price".)

9. Buyers' Premium.

9.1. In addition to the Hammer Price, the winning Bidder is required to pay RM a percentage of the Hammer Price, which RM retains as the Buyers' Premium for the purchase of each motor car or any other lot ("Buyers' Premium").

9.2. RMS North American auctions will have the following Buyers' Premiums:

- 9.2.1. In the event of a final Hammer Price of US\$250,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.
- 9.2.2. In the event of a final Hammer Price above US\$250,000 on all motor car lots, RMS will receive a Buyers' Premium of 12% on the

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BIDDERS' CONDITIONS OF BUSINESS

first US\$250,000 and will receive a Buyers' Premium of 10% on the Hammer Price above US\$250,000.

- 9.2.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% on the Hammer Price of those particular lots.

- 9.3. RMA North American auctions will have the following Buyers' Premiums:

- 9.3.1. RMA will receive a Buyers' Premium of 10% on all motor car lots.

- 9.3.2. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of 15% on the Hammer Price of those particular lots.

- 9.4. RM European auctions will have the following Buyers' Premiums:

- 9.4.1. In the event of a final Hammer Price of €200,000 and below on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).

- 9.4.2. In the event of a final Hammer Price above €200,000 on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first €200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000.

- 9.4.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

- 9.5. RMS London, United Kingdom, auctions will have the following Buyers' Premiums:

- 9.5.1. In the event of a final Hammer Price of £200,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).

- 9.5.2. In the event of a final Hammer Price above £200,000 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first £200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000.

- 9.5.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

- 9.6. For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional 2% of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional 3% of the Hammer Price will be charged to the Buyer of a non-motor car lot,

including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.

10. Taxes.

- 10.1. The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RM verification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the motor car or any other lot to its final destination.

- 10.2. Although by no means an exhaustive list, please be aware of the tax scenarios below.

- 10.2.1. For auctions held in the United States, if the Buyer of a motor car or any other lot resides in an American state in which RM is registered to collect/remit sales tax, RM is required to collect/remit sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remit sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remit sales tax from residents from other jurisdictions if RM deems the collection/remittance of tax necessary.

- 10.2.2. For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than 6 months or that have been driven for no more than 6,000 kilometers are considered new means of transport and will be subject to VAT. Payment of VAT is the responsibility of the Buyer. Where applicable, RM may take a deposit from the Buyer equal to the amount of VAT due, which will be refunded upon receiving satisfactory evidence that the motor car has been transported to and registered in another EU country.

11. **No Legal or Tax Advice.** This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. It is the Bidder's responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of a motor car or any other lot at an RM auction.

12. Payment.

- 12.1. Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer (or equivalent device or mechanism), the contract between the Consignor and the Bidder is concluded.

- 12.2. The value of the last accepted bid upon the fall of the auctioneer's hammer (or equivalent device or mechanism) is the Hammer Price ("**Hammer Price**").

- 12.3. Payment is due in full on or before 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RM.

- 12.4. For RM North American auctions, all payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.

- 12.5. For RM United Kingdom and European auctions, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.

- 12.6. RM is not obligated to release the motor car or any other lot to the winning Bidder until the winning Bidder has met all of the Contractual Obligations and paid the Purchase Price plus applicable taxes.

- 12.7. In the event that the winning Bidder does not pay any portion of the Purchase Price plus applicable taxes by the Payment Deadline, the Bidder agrees to and acknowledges the following: If RM elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RM shall have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business. The Bidder hereby authorizes RM to deduct the Purchase Price plus applicable taxes from the Bidder's cash deposit or to charge this amount to the credit card that the Bidder has provided. If the Bidder's cash deposit and/or credit card payment does not cover the Purchase Price plus applicable taxes, in addition to other remedies available by law, RM reserves the right to impose, from the Payment Deadline until the full Purchase Price plus applicable taxes has been made by the Buyer, a late charge of 10% interest per annum on the (1) Purchase Price plus applicable taxes, (2) maximum published Sellers' Commission, (3) Buyers' Premium, (4) applicable expenses, (5) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (6) other damages.

13. **Reserves.** Motor cars or any other lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the Consignor. When a motor car or any other lot is sold subject to such a reserve bid, the auctioneer may bid on the Consignor's behalf in an amount not to exceed the amount of the reserve bid.

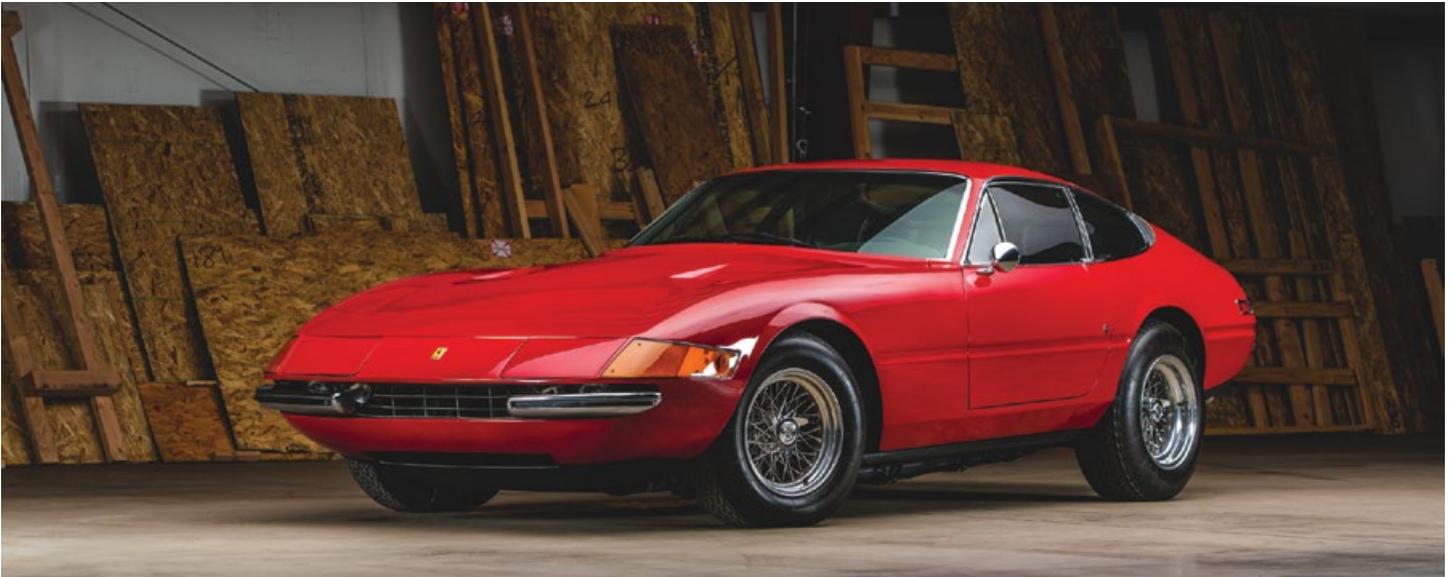
14. **Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting one or more bids, the Bidder has entered into a binding contract to purchase each motor car or any other lot if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable taxes, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.

15. **Cancellation/Rescission of Auction.** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:



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15.1. Force Majeure events including but not limited to:

- 15.1.1. Any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 15.1.2. Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 15.1.3. Any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.

15.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

16. Cancellation/Rescission of Motor Car or Any Other Lot. RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

16.1. RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;

16.2. RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;

16.3. RM is served with a lawsuit from a third party in relation to the motor car or any other lot;

16.4. RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;

16.5. Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured;

16.6. Material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured;

16.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the motor car or any other lot at auction that necessitate a cancellation; or

16.8. If there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.

17. Online Services Are "As Is" and "As Available."

17.1. Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").

17.2. RM tries to keep the Services safe, secure, and functioning properly, but RM cannot guarantee the

continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.

17.3. Bidders agree that they are making use of the Services at their own risk and that they are being provided to Bidders on an "AS IS" and "AS AVAILABLE" basis. Accordingly, to the extent permitted by applicable law, RM excludes all expressed or implied warranties, terms, and conditions, including but not limited to implied warranties of merchantability, fitness for a particular purpose, and non-infringement.

18. Currency Display. RM may use a currency display in the salesroom for informational purposes only. The currencies listed on the currency converter are not real-time conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the currency converter. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.

19. Bank Letter. Please note that in order to register to bid at an RM sale, RM requires that all Bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead. Please note that RM may waive this requirement at its sole discretion.

20. Credit Card Hold and Pre-authorization.

20.1. Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 20.2 ("CC Hold"). If the Bidder fails to pay for a motor car or any other lot purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; please note that the Bidder is still bound to pay their remaining balance. The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder does not purchase a motor car or any other lot, their credit card will not be charged. If their credit card is not to be charged, the CC Hold should fall off their credit card within 10 business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.

20.2. A CC Hold as outlined below will be placed on the Bidder's credit card:

20.2.1. A US\$5,000 CC Hold for RMS North American auctions;

20.2.2. A US\$2,000 CC Hold for RMA North American auctions;

20.2.3. A €5,000 CC Hold for RM European auctions; and

20.2.4. A £5,000 CC Hold for RMS London, United Kingdom, auctions.

21. Title Transfer.

21.1. For RM's North American auctions, in an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail as soon as possible following the auction with a target of a maximum of 20 business days following the

auction; however, please note that for reasons beyond RM's control, including any delays in lien releases by lien holder(s) and/or delays by Department of Motor Vehicles (or equivalent) in certain states, there are instances where the Buyer may not receive the title within 20 business days and, in those circumstances, RM will work to provide the titles to the Buyer as soon as possible. A US\$75 administration fee or its equivalent in local currency of the auction location (US\$85 in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.

21.1.1. If a motor car or any other lot is rendered "Title in Transit", it is unlikely that the Buyers will receive the title in the mail within 20 business days following the auction; however, RM will work to provide the titles to the Buyer as soon as possible.

21.1.2. The Buyer acknowledges that delays in transferring titles due to delays at government Motor Vehicle departments happen from time-to-time and, the Buyer will hold RM harmless from any allegations of damages arising out of government delays.

21.2. For RM European and London, United Kingdom auctions, RMS will use its best efforts to ensure that all titles are free and clear of liens and encumbrances. Where possible, RMS will also assist with the process of title reassignment on behalf of the Buyer. RMS cannot however be held responsible for the successful completion of this procedure due to the various regional rules and guidelines.

22. Removal of Purchased Motor Car or Any Other Lot.

22.1. For RM North American and European auctions, all purchased motor cars, including motorcycles, boats, and trailers, must be removed from the auction site by the next business day by 5:00 p.m. in the applicable time zone where the auction is held ("**RM Removal Deadline**").

22.1.1. Specifically, for RM North American auctions:

22.1.1.1. If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to US\$600 and a daily storage fee of up to US\$30 until the motor car (including motorcycles, boats, and trailers) is removed.

22.1.1.1.1. Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.

22.1.2. Specifically, for RM European auctions:

22.1.2.1. The Buyer will be charged a removal fee of up to €600 plus VAT per motor car, and a daily storage fee of up to €40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.1.2.2. Specifically, if a boat lot is not



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removed by the RM Removal Deadline, RM will remove the boat lot, and the Consignor is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.

22.2. For RMS London, United Kingdom, auctions:

22.2.1. All purchased motor cars, including motorcycles, boats, and trailers, will be removed and taken to the CARS Europe storage facility located in either Chedburgh, Suffolk, United Kingdom, or Fair Oaks Chobham, United Kingdom, by the next business day by 12:00 p.m. in the applicable time zone where the auction is held.

22.2.2. The Buyer will be charged a removal fee of up to £600 plus VAT per motor car and a daily storage fee of up to £40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.3. Regarding the collection of any non-motor car lots, including but not limited to memorabilia, jewelry, and clothing, from the auction site: Once the Buyer has made payment by the Payment Deadline, a direct shipping company will contact the Buyer. Please note that a reasonable memorabilia removal and storage fee will apply.

22.4. Please note that the Buyer is required to insure their motor car or any other lot while the motor car or any other lot is being stored on their behalf.

23. Legal Action.

23.1. For RM North American auctions, in the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. Jurisdiction for any action brought shall lie exclusively in a court of competent jurisdiction in the judicial district in which the auction is located.

23.2. For RM European auctions:

23.2.1. These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with English law.

23.2.2. The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer

and Consignor agree that it will not institute proceedings in the courts of any country other than England and Wales.

23.3. For RMS' Paris auctions:

23.3.1. These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with French law.

23.3.2. The courts of France shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.

24. Packing and Shipping. RM is not responsible for the acts or omissions in our packing or shipping of purchased motor cars or any other lots or of other carriers or packers of purchased motor cars or any other lots, whether or not recommended by RM. Packing and handling of purchased motor cars or any other lots are at the entire risk of the Buyer.

25. Data Use. The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email privacy@rmsothebys.com.

26. Anti-Money Laundering. The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

27. Entire Agreement. This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender

shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:

28. Notice to Buyers as Required by the California Department of Motor Vehicles Code Section 11729. Failure of RM to comply with the terms of this agreement may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel RM has not complied with the terms of this agreement, please contact an investigator of the Department of Motor Vehicles.

29. Contract Cancellation Agreement. In the event of a successful bid, if a motor car or any other lot has a combined hammer price and Buyers' Premium equaling less than US\$40,000, under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a 2-day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RM is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RM is under no obligation to pay the Consignor for the motor car or any other lot, and the motor car or any other lot will be deemed to have not sold.

FOR RM EUROPEAN AUCTIONS SPECIFICALLY:

30. Motor Car or Any Other Lot Under Temporary Import.

30.1. A temporary import bond is used in all EU sales. If a motor car or any other lot is brought into the EU from a country outside of the EU, the motor car or any other lot must be placed on either RM's bond in the United Kingdom or one of RM's nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the motor car or any other lot.

30.2. Motor cars or any other lots subject to temporary importation restrictions cannot be discharged from RM's custody without the completion of customs procedures and until full payment has been received. Customs charges will be levied appropriately depending on each individual scenario and will be payable directly to the relevant authorities, which RM will provide the details of as and when necessary.

30.3. Should the Buyer decide for the motor car or any other lots to remain in the EU when purchased, the Buyer is responsible to pay any and all import fees for the motor car or any other lots.

31. Translated Bidders' Conditions of Business. If there is a contradiction due to translation in our Bidders' Conditions of Business, please note that the English version of RM's Bidders' Conditions of Business will supersede.

FOR RMS' PARIS AUCTIONS SPECIFICALLY:

32. Guarantee. Please note that RMS has placed a guarantee with QBE Insurance (Europe) Limited, a company incorporated in England with registered number 1761561 ("QBE"), Plantation Place, 30 Fenchurch Street, London, EC3M 3BD, to secure availability of sale proceeds as required by law.



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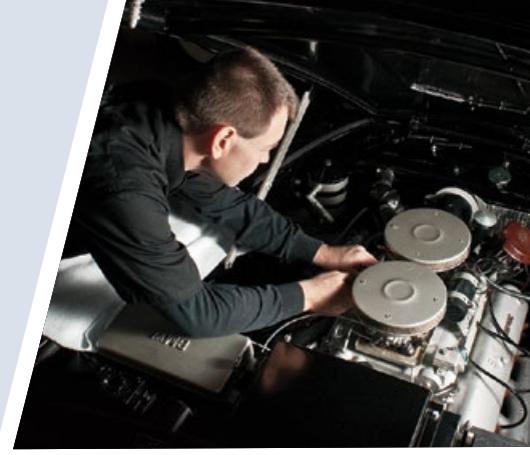
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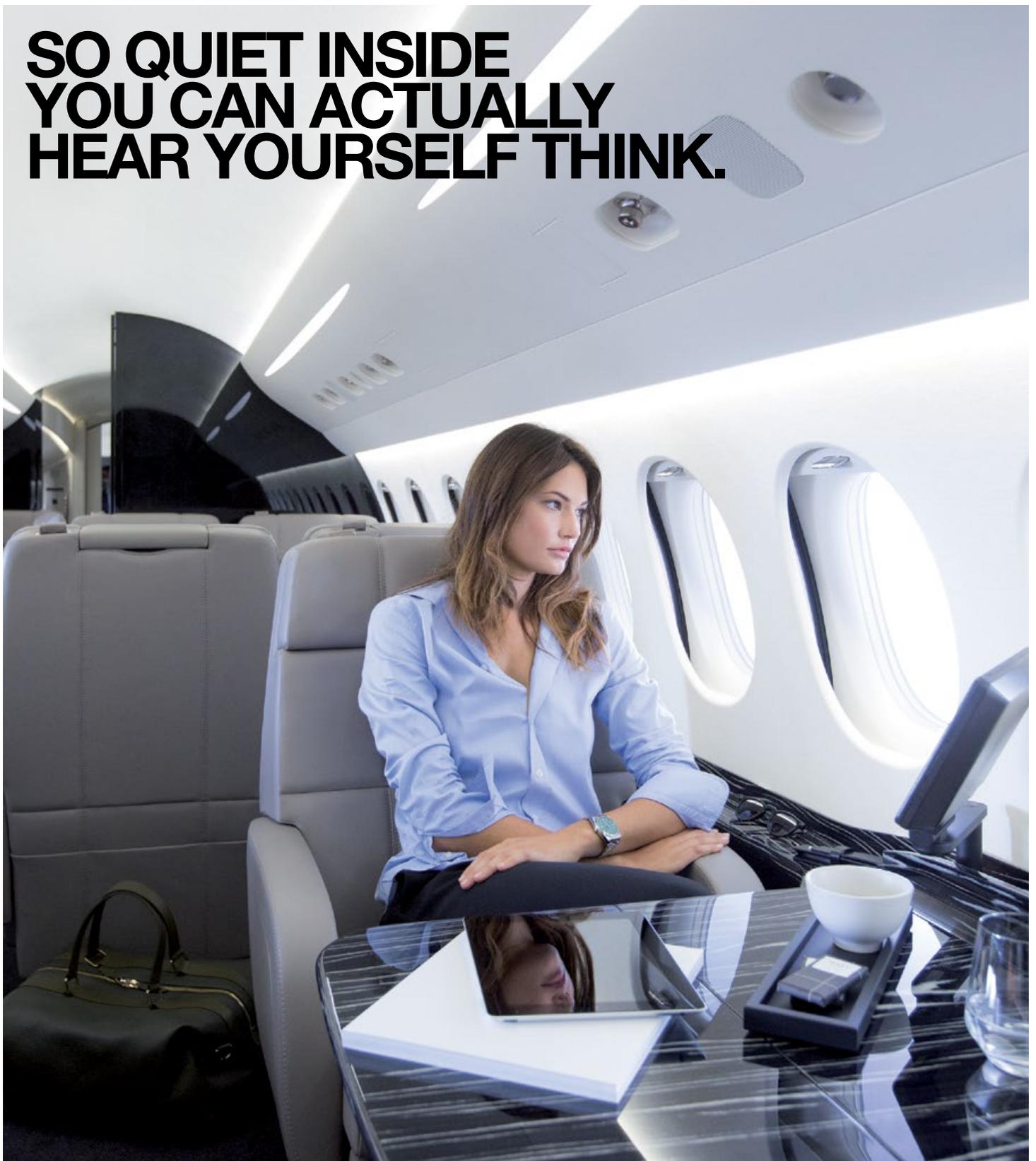
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