

Les Grandes Marques à Monaco

Friday 13 May 2016

Fairmont Monte Carlo

*Fairmont*  
MONTE CARLO

# THE MONACO SALE



# Bonhams





LOT 110

**1985 FERRARI 288 GTO COUPÉ**







## INTRODUCTION

We are delighted to welcome you to our 27th auction sale here in the enchanting Principality of Monaco. 2016 also celebrates the 10th bi-annual Monaco Historic Grand Prix.

Along with my colleagues at Bonhams SAM and Bonhams 1793 Limited, we welcome you to this year's sale where 40 carefully curated motor cars, including several quite exceptional and historic examples, are presented to a world-wide audience.

We offer you sports, competition and fine touring cars to suit every taste and purpose. Ferocious post war race and rally cars are represented together with bespoke touring cars. Of particular note is the legendary Bugatti Type 35 of which we proudly offer one of the finest early Grand Prix models extant. We are also honoured to be offering one of the most original Jaguar C-Types surviving, a veteran of the mighty Le Mans 24-Hours and coming to market for the first time in 53 years.

In addition to the motor cars, we also offer selected automobilia from a single owner private collection.

We would also like to take this opportunity to thank the owners and management of the Fairmont Monte-Carlo hotel for offering us a trip down memory lane to the times when we held our very first Monaco sales here back in 1987 and look forward to being of service to you.

**Philip Kantor**  
Head of Department Motor Cars Europe  
Director EU Board

Nous sommes particulièrement heureux de vous accueillir à notre 27e vente ici dans la Principauté de Monaco. 2016 est aussi l'année de la 10e édition du Grand Prix Historique de Monaco.

Avec mes collègues de Bonhams SAM et Bonhams 1793 Limited, nous vous accueillons cette année avec une vente de 40 automobiles soigneusement sélectionnées, dont plusieurs modèles exceptionnels et exemplaires historiques seront présentés à un public venu du monde entier.

Nous vous proposons des voitures de sport, de compétition et de tourisme capables de répondre à tous les goûts et à tous types d'utilisation. De puissantes voitures de course et de rallye d'après-guerre seront présentées aux côtés d'automobiles de tourisme. Nous attirons tout particulièrement votre attention sur la légendaire Bugatti Type 35 dont nous sommes très fiers de vous proposer un des premiers modèles de Grand Prix existant encore à ce jour. Nous avons également l'honneur de présenter l'une des dernières Jaguar Types C les plus authentiques, ancienne concurrente des 24 Heures du Mans et présentée pour la première fois sur le marché après être restée 53 ans aux mains de l'actuel propriétaire.

En plus des automobiles, nous présentons une sélection d'automobilia, provenant d'un même collectionneur privé.

Nous souhaitons également saisir cette opportunité pour remercier les propriétaires et la direction du Fairmont Monte-Carlo Hotel qui nous permettent de remonter dans le temps, notamment jusqu'en 1987, année de notre toute première vente à Monaco. Nous nous réjouissons de vous offrir le meilleur des services.

**Philip Kantor**  
Head of Department Motor Cars Europe  
Director EU Board









**DUNLOP**

**Esso**

**P E**



# THE MONACO SALE

## LES GRANDES MARQUES A MONACO

Vendredi 13 mai 2016  
Fairmont Monte-Carlo

### UNDER THE JURISDICTION OF

Maître Marie-Thérèse  
Escaut-Marquet  
Huissier in Monaco

### TO BE SOLD AT AUCTION BY

Bonhams SAM  
Le Beau Rivage  
9 Avenue d'Ostende  
MC 98 000 Monaco

### AUCTION

Friday 13 May 2016  
7.30pm Automobilia  
7.45pm Motor Cars

### VIEWING

Thursday 12 May 10.30am to 5pm  
Friday 13 May from 10.30am

### ENQUIRIES AT THE SALE

Thursday 12 May to Saturday 14 May  
+ 33 1 42 61 10 11  
+ 33 8 97 50 10 08 Fax

### AUCTION ADDRESS

Thursday 12 May 2016  
Fairmont Monte-Carlo Hotel  
12 avenue des Spéluges  
MC 98000 Monaco

### IMPORTANT

Friday 13 May 2016  
Entrance at the 7th floor of the  
Fairmont Monte-Carlo Hotel  
(See "Directions to Fairmont  
Monte-Carlo on Friday 13 May" p.7)

### ILLUSTRATIONS

Front cover: Lot 114  
Back cover: Lot 118  
Inside front cover: Lot 110  
Inside back cover: Lot 112

### SALE NUMBER:

23591

### CATALOGUE PRICE:

€50 (admits two)

### BUYER'S PREMIUM (NOTICE TO BUYERS)

Bonhams charge a buyer's premium.  
For this sale we will charge as follows:

### MOTOR CARS:

15% +TVA of the hammer price.

### AUTOMOBILIA:

please see important information  
for buyers

### IMPORTANT

The sale is conducted according  
to the general conditions printed  
at the back of this catalogue.  
We advise potential bidders to  
familiarize themselves with the  
important information for buyers  
regarding customs, transport  
and storage.

### PAR LE MINISTERE DE

Maître Marie-Thérèse Escaut-  
Marquet  
Huissier à Monaco

### ORGANISEE PAR

Bonhams SAM  
Le Beau Rivage  
9 Avenue d'Ostende  
MC 98000 Monaco

### VENTE AUX ENCHERES

Vendredi 13 mai 2016  
19:30 Automobilia  
19:45 Automobiles

### EXPOSITION PUBLIQUE

Jeudi 12 mai 10:30 à 17:00  
Vendredi 13 mai à partir de 10:30

### INFORMATIONS PENDANT LA VENTE

Jeudi 12 mai au samedi 14 mai  
+ 33 1 42 61 10 11  
+ 33 8 97 50 10 08 Fax

### ADRESSE DE LA VENTE AUX ENCHERES

Jeudi 12 mai 2016  
Hôtel Fairmont Monte-Carlo  
12 Avenue des Spéluges  
MC 98000 Monaco

### IMPORTANT

Vendredi 13 mai 2016  
Entrée au 7e étage de l'hôtel Fairmont  
Monte-Carlo  
(Voir p. 7 "Accéder à l'hôtel Fairmont  
Monte-Carlo le vendredi 13 mai")

### ILLUSTRATIONS

Couverture avant : Lot 114  
Couverture arrière : Lot 118  
Couverture avant intérieure : Lot 110  
Couverture arrière intérieure : Lot 112

### NUMERO DE LA VENTE :

23591

### PRIX DU CATALOGUE :

€50 (valable pour deux personnes)

### FRAIS D'ADJUDICATION

En sus du prix d'adjudication,  
l'acheteur devra payer sur le prix  
d'adjudication de chaque lot des frais  
de vente :

### AUTOMOBILES :

15% + TVA du prix au marteau

### AUTOMOBILIA :

Veillez consulter les Informations  
Importantes Aux Acheteurs

### IMPORTANT

La vente est soumise aux conditions  
générales imprimées à la fin du  
catalogue. Nous conseillons aux  
enchérisseurs potentiels de prendre  
connaissance des informations  
importantes aux acheteurs ainsi que  
de la partie douanes, transport et  
gardiennage figurant en fin du  
catalogue.

Please see - The Important Notice to Buyers - for the special document requirements for registration.  
These are required to comply with the Monaco Anti Money Laundering Regulations. Sovereign Order 2318 of 3 August 2009.

Merci de lire attentivement – l'Avis Important aux Acheteurs – concernant les pièces d'identité à présenter obligatoirement à l'enregistrement.  
Elles sont nécessaires afin de se mettre en conformité avec la loi anti-blanchiment monégasque : l'Ordonnance Souveraine n° 2.318 du 3 août 2009.



# Your contacts for this Sale

## Vos contacts pour la vente le monde

### **Bonhams SAM**

Le Beau Rivage  
9 avenue d'Ostende  
MC 98000 Monaco  
+ 377 93 50 1481  
+ 33 (0)8 97 50 10 08 fax

### **Motor Car Specialists Spécialistes Automobiles**

Philip Kantor  
+32 (0) 476 87 94 71  
philip.kantor@bonhams.com

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

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gregory.tuytens@bonhams.com

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+ 33 (0)1 42 61 10 11  
+ 33 (0)6 61 80 15 56  
paul.gaucher@bonhams.com

Sholto Gilbertson  
+44 (0) 20 7468 5809  
+44 (0) 7967 552 634 mob  
sholto.gilbertson@bonhams.com

### **Automobilia Specialists Spécialistes Automobilia**

Toby Wilson  
+44 (0) 8700 273 619  
+44 (0) 7967 552 573 mob  
+44 (0) 8700 273 625 fax  
toby.wilson@bonhams.com

Adrian Pipiros  
+44 (0) 20 8963 2840  
+44 (0) 7967 552 616 mob  
adrian.pipiros@bonhams.com

### **Sale Administrators Spécialistes Automobiles**

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

Maëlle Fontaine  
+33 (0)1 42 61 10 11  
maelle.fontaine@bonhams.com

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

### **Customer Services Service client**

Monday to Friday 9:00 to 18:00  
Lundi à vendredi de 9h à 18h  
+44 (0) 20 7447 7447  
+44 (0) 20 7447 7400 fax

### **Bids service/Sale registrations Enchères/Inscriptions à la vente**

+44 (0) 44 20 7447 7448  
+44 (0) 44 20 7447 7401 fax  
bids@bonhams.com

### **Buyers/Sellers Accounts Comptabilité acheteurs/vendeurs**

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

### **Press Office Relation Presse**

Ruth Fletcher  
+44 (0) 20 7468 8210  
+44 (0) 20 7468 8209 fax  
ruth.fletcher@bonhams.com

### **Catalogue Subscriptions Abonnement aux catalogue**

Helen Grantham  
+44 (0) 1666 502 200  
+44 (0) 1666 505 107 fax  
helen.grantham@bonhams.com

### **Transporters**

Polygon Transport  
Contact: Wayne Loveland  
Unit 2H  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 3PB  
+44 7836 220408 mobile  
+44 2380 871555  
polygon@polygon-transport.com

CARS Europe  
Contact: Chris Dale  
+44 7841 985156 mobile  
+44 1284 850950  
chris@carseurope.net

### **Acknowledgements Remerciements**

We would like to thank the following for helping us with this catalogue and sale:

Nous aimerions remercier les personnes suivantes pour leur aide et leur collaboration à l'élaboration de ce catalogue et de cette vente:

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#### PHOTO CREDITS:

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Matt Howell	Tom Wood



# Directions to Fairmont Monte-Carlo



As the Hotel is situated on the race track, special access is required when the track is closed to the public. The track closes at 12:30hrs (just after midday) on Friday and is scheduled to re-open that evening at 20:20hrs. During this closed track period, hotel guests and Bonhams customers are required to access the Fairmont via Casino Square and enter via the hotel's roof terrace. The track is open to the public all day Thursday and up until 12:30hrs Friday. Normal access via the hotel's main entrance is permitted when the track is open to the public.

L'Hôtel étant situé sur la piste de course, un accès spécial est nécessaire quand la piste est fermée au public. La piste ferme à 12h30 (midi trente) vendredi et est programmée pour ouvrir à nouveau dans la soirée à 20h20 (vingt heure vingt). Durant l'intervalle où la piste sera fermée, les clients de l'Hôtel et les clients de Bonhams devront accéder au Fairmont par le square du Casino et l'entrée sur le toit terrasse de l'Hôtel. La piste est ouverte au public toute la journée du jeudi et jusqu'à 12h30 vendredi. Lorsque la piste est ouverte au public, l'accès peut se faire par l'entrée principale de l'Hôtel.

## Day of sale instructions:

### Step 1:

AFIM Real Estate, 1 av. de Grande Bretagne, close to Hotel Metropole.

**YOU WILL FIRST NEED TO GO TO THIS ADDRESS ON FRIDAY 13 MAY TO REQUEST A COMPLIMENTARY ACCESS BADGE.**

This badge will allow you access to cross the bridge at av. des Spéluges and to access the Fairmont Hotel's roof-top entrance close to the Buddha Bar.

### Step 2:

**BRIDGE OVER THE CIRCUIT**

to cross av. des Spéluges on Friday 13 May.

### Step 3:

**FAIRMONT HOTEL BONHAMS AUCTION**

Access by roof-top only from 12:30hrs on Friday 13 May for people with complimentary badges.

## Instructions pour le jour de la vente

### Etape 1:

AFIM Real Estate, 1 av. de Grande Bretagne, près de l'Hôtel Metropole.

**VOUS DEVEZ D'ABORD VOUS Y RENDRE VENDREDI 13 MAI AFIN DE RETIRER UN BADGE D'ACCES GRATUIT**

Ce badge vous donnera accès au pont permettant de traverser l'av. des Spéluges et d'arriver à l'Hôtel Fairmont par l'entrée sur le toit, près du Buddha Bar.

### Etape 2:

**PONT AU-DESSUS DU CIRCUIT** pour traverser

l'av. des Spéluges le vendredi 13 mai.

### Etape 3:

**FAIRMONT HOTEL VENTE BONHAMS**

Accès par le toit le vendredi 13 mai pour les personnes munies de badges.

# Important information for Buyers and Sellers

## Admission

Bonhams has the right, at its sole discretion and without giving any reason, to refuse admission to its premises or attendance at any of its sales by any person. The catalogue admits two people to the view and sale.

## Absentee (Commission) Bids

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

## References

Intending Buyers new to Bonhams should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale.

## Bidder Registration

All intending Buyers are required to complete a Bidder Registration Form, giving full identification and contact details. A paddle number will then be allocated to the bidder to enable them to bid during the Sale. Please ensure you provide proof of identity when registering to bid.

## Damage

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

## Collection of Vehicles (IMPORTANT – Please Read)

Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage after the Sale at the Buyers' cost.

Collection of vehicles is by appointment only. This applies whether they are to be collected by an appointed transporter or in person. Bonhams staff will be on site from Saturday 14 until Monday 16 May 2016. Thereafter, all vehicle collections must be coordinated via our transport representatives, details of which can be found below.

It should be noted that there are road closures and increased congestion in Monaco during the week of the Sale. Please note there are strict formalities for those cars collected by a transporter. This includes issuing and scheduling of collection permits by the authorities. Please contact Bonhams for further information.

Purchases will only be released when cleared funds are received in full. Collections must be arranged with Bonhams staff.

All motor cars will be removed immediately after the Sale to a local storage facility and, subsequently, to another store in Nice. All Buyers should contact Maëlle Fontaine at the Bonhams office to give instruction, or to seek further information.

Contact: Maëlle Fontaine  
maelle.fontaine@bonhams.com  
+33 (0) 6 66 01 91 03.

If no prior arrangements have been made all vehicles will be removed by CARS Europe at the Buyers' expense and risk. The uplift and storage costs are outlined on this page.

All storage and removal charges must be paid in full prior to the vehicle's collection or onward transport. Payment must be arranged direct with CARS Europe. Collection is strictly by appointment only and at least 24-hour notice must be given.

Buyers should satisfy themselves that they have received all relevant registration and log books, documents and keys relating to their Lot(s) at the time of collection. It is strongly advised that overseas purchases and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

## Important Notice:

The storage facility will remain operational until 6 June 2016. Any vehicle not collected by this time will be removed and transported to a permanent storage facility in the UK at the customer's expense:

## Removal and Storage of Vehicles

All lots in accordance with the above will be moved to local storage. Lots are at the Buyer's risk from the fall of the hammer.

## Administration & uplift charges

€200.00 + Vat per Motor Car including handling to Local storage  
€250.00 + Vat per Motor Car for transfer from Local storage to Nice Storage

## Storage charges from Saturday 14 May 2016

Motor Cars €40.00 + Vat per day

## Collection of Automobilia

All purchased lots must be cleared from the sale venue by 22:00 on the day after the sale. All un-collected purchased Lots shall then be uplifted and removed to Bonhams storage facility at Unit 1 Sovereign Park, Coronation Road, Park Royal, London, ENGLAND, NW10 7QP, and will be available for collection from 10.30am Thursday 19 May 2016 by appointment only.

To arrange collection please contact the Automobilia Department +44 (0) 20 8963 2840 or by email on automobilia@bonhams.com to make an appointment.

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

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

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

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

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instructions from the client before Bonhams will release the lot(s).

All purchases are at the Buyer's risk from the fall of the hammer.

## Transport and Shipping

Representatives of Polygon and CARS Europe will be at the sale and can arrange national and international transportation for the Buyer or the seller (as the case may be) although you are free to make your own transport arrangements.

Polygon Transport  
Contact: Wayne Loveland  
+44 7836 220408 Cell  
+44 2380 871555  
wayne@polygon-transport.com

CARS Europe  
Contact: Chris Dale  
+44 7841 985156 cell  
+44 1284 850950  
chris@carseurope.net

Payment for removal and storage must be made direct to CARS Europe.

## Customs

For all enquiries relating to Customs, be they administrative or legal, please contact

CARS Europe  
Contact: Adam Wyand Brooks  
+44 1284 850950  
adam@carseurope.net

## Insurance after sale

Buyers are reminded that their vehicles are their responsibility from the fall of the auction hammer. It is your responsibility to have adequate insurance cover in place.

## Bonhams Bank Details

National Westminster Bank  
Regent Street  
London  
UK

Account name : Bonhams 1793 – EUR Client  
Account number : 28613430  
Sort code : 56-00-27  
IBAN : GB13NWBK60721128613430  
SWIFT code : NWBKGB2L

Successful bidders are asked to ensure they quote their customer number when settling a payment. Please note that international money laundering regulations prevent Bonhams accepting payment from any person or company other than the registered buyer who will be named on the invoice.

## Methods of Payment

The full Purchase Price should be paid to Bonhams no later than 12 noon Monday 16 May 2016. Money laundering regulations in Monaco mean that payment can only be accepted from the registered Buyer and no third party payments can be accepted under any circumstances.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. We accept the following methods of payment:

- by transfer: you may electronically transfer funds to our Bank Account. Please quote your paddle number and Invoice number as the reference. Our Bank Account details are shown on buyers invoice. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to euros, must not be less than the euros amount payable on the invoice.
  - by cheque made payable to Bonhams SAM and drawn on a French or Monaco bank. Please note that we will be unable to release any purchase until the cheque has cleared.
- cash: you may pay for lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed €1,000 for French or Monaco residents or €3,000 for anyone else. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in cash.

## Vat

The following symbols are used to denote that Vat is due on the hammer price and buyer's premium:

† Vat at 20% on hammer price and buyer's premium if the car remains in the EU.

Ω Vat on imported items at 20% on hammer price and buyer's premium if the car remains in the EU.

\* Vat at 5.5% on the hammer price and the prevailing rate on buyer's premium if the car remains in EU.

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



# Informations Importantes

## Participation

Bonhams a le droit, à sa seule discrétion et sans donner de raison justificative, de refuser l'admission dans ses locaux ou la participation à une de ses ventes à toute personne. Le catalogue donne accès pour deux personnes aux expositions publiques et à la vente.

## Ordres d'achat/Enchères sur commission

Bonhams encherà pour le compte d'un client quand cela lui aura été demandé et suivant ses instructions. L'ordre d'achat est un mandat permettant d'acheter aux meilleures conditions pour le donneur d'ordre.

## Références

Les personnes souhaitant enchérir pour la première fois devront fournir à Bonhams leurs références bancaires. Ces références devront être transmises à temps à Bonhams afin qu'elles puissent être prises en compte avant la vente.

## Enregistrement à la vente

Les personnes souhaitant enchérir devront compléter le formulaire d'enregistrement à la vente, donnant toutes les informations d'identification et les coordonnées complètes. Un numéro d'enchérisseur sera alors attribué afin de permettre à la personne enregistrée d'enchérir lors de la vente. Nous vous remercions de bien vouloir vous assurer de fournir une preuve d'identité lors de votre enregistrement à la vente.

## Dommages

Tout visiteur qui endommagera un lot sera tenu pour responsable pour tous dommages causés, et devra rembourser Bonhams ou ses représentants pour tous les frais et dépenses engagés en vue de la remise en état du dommage occasionné.

## Enlèvement des véhicules (IMPORTANT – Veuillez le lire attentivement)

Sans accord préalable avec Bonhams pour le règlement en amont de la vente, tous les lots seront transférés aux frais des acheteurs dans un garage après la vente.

L'enlèvement des voitures se fera uniquement sur rendez-vous par transporteur ou par l'acquéreur en personne. L'équipe de Bonhams sera sur place du samedi 14 au lundi 16 mai 2016. Après cette date, tous les enlèvements devront être organisés avec les représentants des transporteurs, dont les coordonnées sont ci-dessous.

Veillez noter que des routes seront fermées et qu'il y aura des contraintes importantes durant la semaine de la vente à Monaco. Il y aura des formalités très strictes à respecter pour les voitures enlevées par un transporteur. Ceci inclus la mise en place d'un planning et la délivrance d'autorisations d'enlèvement par les autorités monégasques. Veuillez contacter Bonhams pour plus d'information. Les lots ne seront délivrés qu'après encaissement effectif des paiements. Les enlèvements doivent être organisés avec l'équipe de Bonhams.

Toutes les voitures seront transférées immédiatement après la vente dans un garage temporaire situé à Monaco pour une durée de 7 jours, et après cette période, à Nice. Tous les acheteurs devront contacter Maëlle Fontaine au bureau de Bonhams pour donner leurs instructions ou obtenir de plus amples informations.

Contact: Maëlle Fontaine  
maelle.fontaine@bonhams.com  
+33 (0) 6 66 01 91 03.

Si aucun arrangement n'a été pris, tous les véhicules seront transférés par CARS Europe aux frais et aux risques des acheteurs. Les frais de transfert et de gardiennage sont détaillés sur cette page.

Tous les frais de transport et de magasinage devront être régularisés avant la délivrance ou l'organisation de tout autre transport ultérieur. Le paiement devra être directement arrangé avec CARS Europe. Le retrait pourra s'effectuer uniquement sur rendez-vous dont la demande aura été faite au minimum 24h à l'avance.

Les acheteurs devront s'assurer eux-mêmes au moment du retrait de leur véhicule qu'ils sont en possession de tous les documents, « log book » et clés, inhérents à leur(s) lot(s). Il est fortement recommandé pour les acheteurs étrangers et pour les ordres d'achat que vous preniez vos dispositions concernant un enlèvement avant la vente.

## Notice importante

Le stockage sera possible jusqu'au lundi 6 juin 2016. Tous les véhicules qui n'auront pas été enlevés à cette date seront transférés et transportés par CARS Europe pour entreposage au Royaume-Uni.

## Déplacement et gardiennage des véhicules

Tous les lots correspondants à ce qui est indiqué ci-dessus seront déplacés vers un garage temporaire à Monaco. Les lots sont sous la responsabilité des acheteurs dès le tomber du marteau.

## Frais administratifs et d'enlèvement

200 € +TVA par voiture, manutention vers le garage local incluse  
250 € +TVA par voiture pour le transfert depuis le garage local vers le garage de Nice.

## Frais de gardiennage à partir du samedi 14 mai 2016

Voitures 40€ +TVA par jour

## Enlèvement des lots d'automobilia

Tous les lots d'automobilia devront être retirés du lieu de la vente le soir de la vente avant 22:00. Tous les lots vendus non retirés à cette date, seront transférés et transportés à l'entrepôt de Bonhams à Londres, Unit 1 Sovereign Park, Coronation Road, Park Royal, London, ENGLAND, NW10 7QP et pourront alors être retirés sur rendez-vous uniquement à partir de 10:30 le jeudi 19 mai 2016.

Pour organiser l'enlèvement, veuillez contacter le département Automobilia au +44 (0) 20 8963 2840 ou par email automobilia@bonhams.com afin de convenir d'un rendez-vous.

Pour tous les lots £10+Tva de frais de transfert et £1+Tva par jour et par lot de frais de gardiennage seront facturés.  
Pour tous les lots précédés de £25+Tva de frais de transfert et £5+Tva par jour et par lot de frais de gardiennage seront facturés.  
Pour tous les lots précédés de £50+Tva de frais de transfert et £10+Tva par jour et par lot de frais de gardiennage seront facturés.

Tous les lots précédés de £££ nécessiteront des instructions spécifiques de transport et de gardiennage, en raison de leur taille ou de leur poids importants.

Les transporteurs ou leurs agents désirant enlever un objet pour le compte de l'acquéreur devront présenter une procuration écrite afin que Bonhams puisse remettre les lot(s). Les lots sont sous la responsabilité des acheteurs dès le tomber du marteau.

## Transport et expédition

Les représentants de Polygon et CARS Europe seront présents à la vente et pourront organiser les transports nationaux comme internationaux pour les acheteurs comme les vendeurs (le cas échéant) bien que vous restiez libre de prendre vos propres dispositions de transport.

Polygon Transport  
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wayne@polygon-transport.com

CARS Europe  
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+44 7841 985156 cell  
+44 1284 850950  
chris@carseurope.net

Le paiement pour les frais de transfert et de gardiennage doit être fait directement auprès de CARS Europe.

## Douanes

Pour toute demande concernant les douanes, qu'elles soient administratives ou légales, veuillez contacter:

CARS Europe  
Contact: Adam Wyand Brooks  
+44 1284 850950  
+44 7860 371512 Cell  
adam@carseurope.net

## Insurance after sale

Assurance après la vente

Nous rappelons aux acheteurs que les véhicules sont sous leur responsabilité depuis le tomber du marteau. Il relève de leur responsabilité d'avoir mis en place la couverture d'assurance adéquate.

## Coordonnées bancaires de Bonhams

National Westminster Bank  
Regent Street  
London  
UK

Nom du compte : Bonhams 1793 – EUR Client  
Numéro de compte : 28613430  
Sort code : 56-00-27  
IBAN : GB13NWBK60721128613430  
SWIFT code : NWBKGB2L

Les acheteurs sont priés de mentionner dans l'intitulé du transfert le numéro de leur lot au moment du règlement. Pour des raisons de régulations des transferts d'argent internationaux, le nom du titulaire des moyens de paiement doit correspondre au nom inscrit sur la facture.

## Moyens de paiement

L'intégralité du prix d'achat devra être versée à Bonhams au plus tard le lundi 16 mai 2016 avant 12:00. Au regard de la politique de régulation des transferts d'argent qui régit Monaco, le paiement ne peut être accepté que de l'acheteur enregistré à la vente, et les paiements provenant d'un compte tiers ne peuvent être acceptés en aucune circonstance.

Les achats ne pourront être délivrés que lorsque le règlement intégral (toutes taxes incluses) de toutes les factures émises au nom de l'acheteur aura été reçu et encaissé. Avant d'enchérir, vous devez vous assurer que vous disposez des fonds nécessaires au paiement et que vous êtes en mesure de procéder au paiement selon l'un des moyens ci-dessous énoncés. Nous acceptons les moyens de paiement suivant :

- Par virement: vous pouvez transférer électroniquement les fonds sur notre compte bancaire. Veuillez indiquer votre numéro d'enchérisseur et de facture en référence.

Nos coordonnées bancaires figurent sur la facture d'achat. En payant par virement bancaire, le montant reçu après déduction des frais bancaires ou en raison de la conversion en euros, ne peut être inférieur au montant en euros figurant sur votre facture.

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- En espèces :  
Vous pouvez régler les lots achetés à la vente en numéraire dans la devise dans laquelle la vente a été conduite (mais pas dans une autre devise) à condition que le montant total au regard de tous les lots acquis par vous lors de la vente n'excède pas 1 000 € pour les résidents français ou monégasques, et 3 000 € pour toute autre personne. Si le montant total à devoir pour la totalité de vos achats excède cette somme, le solde doit être réglé par un autre moyen de paiement qu'en numéraire.

## Tva

Les symboles suivants sont utilisés pour indiquer que la Tva est due sur le prix d'adjudication et les frais acheteurs:

† Tva à 20% sur le prix d'adjudication et les frais acheteurs si la voiture reste dans l'UE

Ω Tva sur les objets importés à 20% sur le prix d'adjudication et les frais acheteurs si la voiture reste dans l'UE

\*Tva à 5.5% sur le prix d'adjudication et le taux en vigueur sur les frais acheteurs si la voiture reste dans l'UE

Dans tous les autres cas de figure, la Tva ne sera pas ajoutée sur le prix d'adjudication, mais la Tva au taux en vigueur (actuellement 20%) sera ajoutée aux frais acheteurs qui seront facturés sur la base d'une Tva incluse.

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# AUTOMOBILIA

Friday 13 May 2016, 7:30pm

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1

**1 PAOLO D'ALESSIO: 'FORMULA FERRARI 1948-2000', ITALIAN 2011,** limited edition boxed set, red fabric covered presentation box including book and 30 large format (36 x 51cm) lithographic prints of the most important grand prix cars from Ferrari, each a detailed cutaway technical drawing and a colour illustration of the same model in action.  
**€500 - 700**  
**No Reserve**



2

**2 GIOVANNI CREMONINI: 'IL "MITO" FERRARI NELLA FORMULA 1',** a boxed set of 15 limited edition lithographic prints numbered 15/500, after Ferrari themed artworks by Cremonini, each work signed by the artist.  
**€500 - 700**  
**No Reserve**



3

**3 A SIGNED LETTER FROM ENZO FERRARI, DATED MODENA 11 AGOSTO 1958,** addressed to P. Pettavel, Secretaire General of the Automobile Club de Suisse, typed single-sheet of Ferrari letter-headed paper with stapled attachment of original carbon copies of two letters addressed to Enzo Ferrari that merited this reply, relating to lack of availability of Phil Hill or a sports car for the Course de Côte Ollon-Villars, with signature in purple ink, with envelope.  
**€3,000 - 5,000**  
**No Reserve**

**5 TWO WORLD LAND SPEED RECORD CLOCKWORK TINPLATE TOYS,** comprising a 1,000Hp Sunbeam by Kingsbury, American, circa 1927, representing the car driven by Sir Henry Segrave setting a new record, painted red finish with remains of Stars & Stripes and Union Flag decals and rubber bumper and Sunbeam decal to front, with Dunlop rubber tyres, (in working order), some play-wear, scratches and loss to paint, lacking driver, 47cm long and a Golden Arrow by Kingsbury, American, circa 1929, as driven by Sir Henry Segrave, complete with driver, windscreen and original 'Dunlop' rubber tyres, (in working order), some play-wear, scratches and loss to paintwork, 50cm long.  
**€1,200 - 1,500**  
**No Reserve**

**4 A SIGNED LETTER FROM ENZO FERRARI LETTER, DATED MODENA 5 AGOSTO 1958,** addressed to Dr Caro Recanti, typed single-sheet of Ferrari letter-headed paper, thanking him for the kind telegram he had sent upon the tragic departure of Peter Collins, with signature in purple ink, with envelope, together with another page of typed text relating to the same race with corrections by unidentified hand.  
**€3,000 - 4,000**  
**No Reserve**

**6 A MODEL OF JACQUES SWATERS' FERRARI 500F2,** finished in Belgian racing yellow, metal construction with 'spoked' wheels fitted with Pirelli rubber tyres, based upon the famous Toschi promotional model, 55cm long overall, wheelbase 30cm, with a wooden display base applied with brass plaque engraved 'AUTO SPORT, Realizzazione Aero'.  
**€3,000 - 4,000**  
**No Reserve**



4



5



6





7



8



9



7  
**A FINE 1:12 SCALE MODEL OF A 1930 EIGHT-LITRE BENTLEY, BY FULGUREX,**  
 limited edition kit-built model, constructed from nickel and brass parts, featuring functioning steering and suspension, opening bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, headlamps, and other parts reproduced in fine detail, finished in British Racing Green livery, with plaque to underside numbered 12.802, 42cm long, with mirrored display base.  
**€4,500 - 5,500**  
**No Reserve**

8  
**A 1:8 SCALE MODEL OF A BUGATTI TYPE 35 GRAND PRIX DE LYON BY P FONTENELLE,**  
 finely detailed, with bonnet opening to reveal engine compartment, cockpit includes figure of a driver, black leather seats, dashboard with instruments and magneto, working steering and suspension, alloy wheels with rubber 'Dunlop' tyres, body panels wired, finished in Bugatti blue, with letter of authenticity dated 11.11.2013 signed by Fontenelle, together with a wooden transport box.  
 (3)  
**€4,000 - 6,000**  
**No Reserve**

9  
**A 1:8 SCALE MODEL OF SONIA DELAUNAY DECORATED BUGATTI TYPE 35 BY P FONTENELLE,**  
 finely detailed, with bonnet opening to reveal engine compartment, cockpit includes black leather seats, dashboard with instruments and magneto, working steering and suspension, alloy wheels with rubber 'Dunlop' tyres, body panels wired, finished in assorted colours and shapes over Bugatti blue, with letter of authenticity dated 11.11.2013 signed by Fontenelle, together with a wooden transport box.  
 (3)  
**€6,000 - 8,000**  
**No Reserve**

Sonia Delaunay (1885 – 1979) was a Jewish-French artist who, with her husband Robert Delaunay and others, founded the Orphism art movement, noted for its use of strong colours and geometric shapes. As well as decorating cars, her work extends to painting, textile design and stage set design.

10 ♦♦♦

## C.1971 JOMORO CHILD'S RACING CAR

Chassis no. 16/60

- Length 8' 3"; width 4' 6"; height 2' 9"; weight 180lbs
- Super 95 petrol; oil 15W/40
- 148cc; 3.5bhp @ 3,600rpm; 60-65km/h
- Suitable for ages 5-14
- Restored in 1998



The charming child's racing car offered here was produced by Jomoro, a company formed in 1970 by three former employees of Alan Mann Racing: Jim Rose, Jim Morgan and Rod Manester. As one would expect from craftsmen used to working to motor racing's demanding standards, the Jomoro was impeccably designed and built using the latest race-car technology. It was decided that the product would be two-thirds the size of a contemporary Formula 1 car, and bespoke moulds and parts were designed and engineered at Jomoro's factory in Alton, Hampshire.

The Jomoro featured a mild steel, seam-welded monocoque chassis, fully independent Rose-jointed suspension, bespoke coil-spring dampers, removable glass-fibre body panels, front crash bar, roll over hoop, and an adjustable pedal box to suit ages from 5-14 years old. Power was provided by a 148cc single-cylinder Aspera engine driving via automatic transmission and producing 3.5bhp, making the Jomoro capable of around 60-65km/h.

Launched in 1971, the Jomoro was sometimes referred to as the 'Mighty Microbe'; an estimated 60 were planned, all individually numbered. They were expensive and aimed at the children of the very wealthy, though their arrival in the middle of a worldwide oil crisis was unfortunate timing. Adding to the company's difficulties, a fire at the factory destroyed much of the tooling and moulds, leading to its closure. Only a handful of these cars are left, and probably none in this one's condition.

Jomoros have graced the garages of many famous American motor sports champions: Al Unser, Mario Andretti and Parnelli Jones were all owners, on behalf of their respective sons, and Al Unser Jr's car has been displayed at the Unser Racing Museum in Albuquerque, New Mexico.

This particular Jomoro was sold new in the UK and in 1995 was imported into Austria where it was owned by a Mr Schitzl, a collector of Formula 1 cars. While in Mr Schitzl's collection the Jomoro was completely restored by his company for the Jochen Rindt exhibition in Styria, Austria in 1998. Since then the car has been used only for shows and exhibitions. Earlier this year the engine and other mechanical elements were fully serviced, with parts renewed where necessary. We are advised that the car is now in generally excellent condition. A specially made wooden shipping box is included in the sale.

**€20,000 - 30,000**

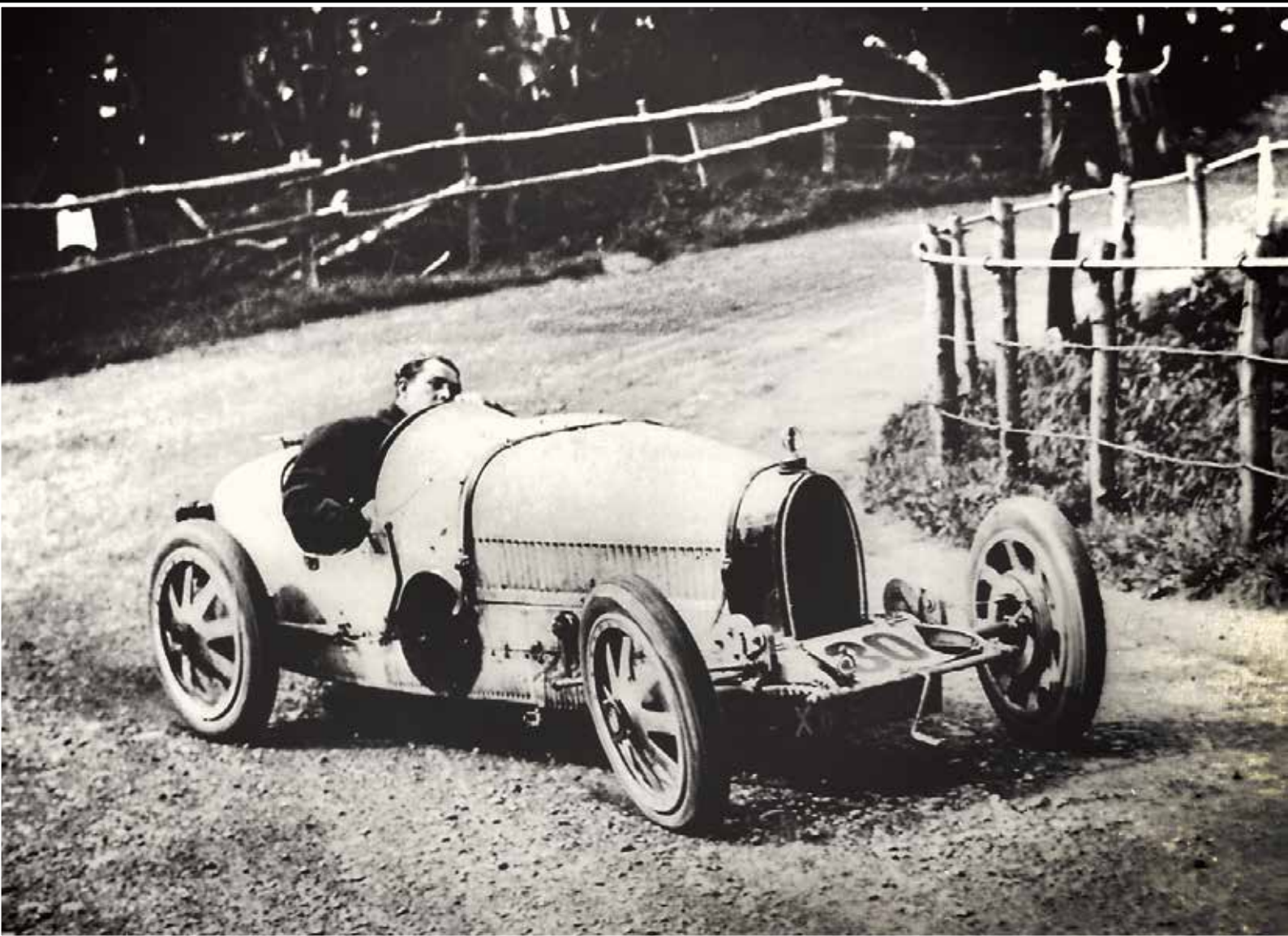
**No Reserve**



# MOTOR CARS

Friday 13 May 2016, 7:45pm

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101

*Ex-Mika Häkkinen, Ronnie Peterson Memorial Championship-winning*  
**1982 FINNKART 85CC SF A1**

Chassis no. 466

Mika Häkkinen on his way to clinching the Finnish karting championship in 1981



Karting has long been recognised as a gateway to success at the highest levels of international motor sport; many past Formula 1 World Champions started their careers in karts, as did the current title holder, Lewis Hamilton. This Finnkart was driven during 1982 by Finland's twice Formula 1 World Champion, Mika Häkkinen.

Born in 1968, Häkkinen first raced karts when he was only five years old and won his first race in 1975. In 1981 he claimed his first major title: the Finnish Karting Championship (85cc Formula Mini Series) and moved on to the Formula Nordic 100cc class for 1983. He won that championship in his debut season and dominated the class for the next few years before moving on to Formula Ford in 1987, Formula 3 in 1989 and Formula 1 in 1991.

In 1982 Mika contested the Ronnie Peterson Memorial Championship and Finnish Karting Championship (Formula Mini Series) with this Finnkart, winning the former and finishing 2nd in the latter. It has not been driven since 1983.

The Kart was sold by Finnkart's proprietor, Petri Pirkola, who supplied it new to Mika back in the early 1980s. Offered with Mika's signed certificate of authenticity, it represents a rare opportunity for collectors to acquire a significant piece of this great Formula 1 Champion's personal history.

**€10,000 - 20,000**  
**No Reserve**



102

## 1971 FIAT JOLLY BEACH CAR

Coachwork by Carrozzeria Ghia

Chassis no. 5045627

- *La Dolce Vita icon*
- *Restored in 2014*
- *Italian certification*



Produced for 18 years, FIAT's Nuova 500 would prove to be an outstanding success for the company with some 2.9 million built. Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension, while carrying its engine at the rear. The half-litre power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. This compact, rear-engined saloon spawned numerous variants, from sporting and competition versions by Abarth to the ahead-of-its-time Giardiniera people carrier. Alternatives to the original were offered by many of Italy's finest carrozzeria, including Bertone, Boano, SIATA, Vignale and Ghia.

The best known of these is Ghia's stylish Jolly beach car, a concept as redolent of La Dolce Vita Italy as the immortal Vespa scooter. This novel and quintessentially Italian idea transformed humble saloons such as FIAT's 500 and 600 from basic transport into conspicuous indicators of wealth.

A 'beach buggy' before that genre was popularised by scores of Volkswagen-based specials, the Jolly found favour as courtesy transport for patrons of luxury hotels or for use ashore after one had docked one's yacht on the Italian or French Riviera. Lacking doors and equipped with wickerwork seats, the Jolly was only practical as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun'.

This example was owned for many years by a Jolly enthusiast resident in Turin who sold it to a collector resident in San Mateo, California: one Marco Sergio Marini. The current vendor purchased the Jolly in California and shipped it back to Europe. Restored in 2014, the car comes with the relevant invoices and is described by the vendor as in generally very good condition. Accompanying documentation consists of a State of California Certificate of Title together with certificates issued by the Registro Storico FIAT, Automobile Club d'Italia, and Carrozzeria Ghia Club Italia. The car's Californian registration plates are included in the sale.

**€20,000 - 30,000**

**No Reserve**

**2013 FIAT 500 JOLLYCAR**

Chassis no. ZFA3120000JO38054

Engine no. 169A3.000

- An evocation of the 1950s beach car
- One of a limited edition built in Italy
- Circa 25,000 kilometres from new
- Recently serviced



As redolent of La Dolce Vita Italy as the immortal Vespa scooter, the 'beach car' concept is most famously embodied by Ghia's 'Jolly'. A novel and quintessentially Italian idea that first emerged in the 1950s, the Jolly transformed humble saloons such as FIAT's 500 and 600 from basic transport into conspicuous indicators of wealth. The Jolly found favour as courtesy transport for patrons of luxury hotels and golf courses or for use ashore after one had docked one's yacht on the Italian or French Riviera. Lacking doors and equipped with wickerwork seats, it was only practical as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun'.

Given the success of the original, it is not at all surprising that someone would attempt an interpretation of the legendary Jolly beach car using a modern FIAT 500, as seen here. This car belongs to a very limited number converted by a specialist Italian carrozzeria and features wicker seats, with optional white and yellow striped seat cushions and matching sun shade.

To increase the stiffness of the open body, the shell has been reinforced with laser-cut steel plates and steel tubes, as used in roll-bars for rally cars; the body has then been contoured by hand. The seats have a steel underlying structure and are clad in wicker, while the original seatbelts have been retained. The woodwork and chromework is in marine style, and the car comes with a portable sun shade (it can be used without or without this).

This Jolly's basis is a standard FIAT 500 Saloon dating from 2013, which is powered by the 1.4 litre, 100bhp, petrol engine driving via a six-speed manual gearbox. Offered with Austrian registration documents, this lovely and fun car has covered only some 25,000 kilometres from new and benefits from a recent general service. It should be noted that the engine does not meet the US emissions standards and thus the vehicle cannot be exported to the USA.

**€35,000 - 55,000**  
**No Reserve**



104

## 1989 BMW Z1 ROADSTER

Chassis no. WBABA91080AL01387

- One owner
- Circa 2,800 kilometres from new
- Recently serviced
- Condition commensurate with mileage



'The car (Z1) was not especially cheap to buy, but was built to BMW's traditionally high standards. Some regarded the car as faultless, and it was certainly among the best-handling sports cars, but the important point for BMW was its standing. BMW had returned to making true sports cars after many years' absence.' – Lawrence Meredith, BMW: 1975 – 2001.

A 'concept car' first shown by BMW in 1986 and officially presented at the Frankfurt Motor Show in 1987, the Z1 sports roadster was used to showcase emerging automotive technologies, including the 'internal skeleton' method of construction best known for its use by Rover in the 2000 model of 1963. Moulded plastic panels clothed the galvanised steel chassis, which was braced by a moulded composite under-tray. Unusually, the doors dropped into the body sides to provide access. He car could be driven with all the panels removed, and it was suggested that owners might want to buy a second set in an alternative colour.

The running gear was more conventional - MacPherson strut independent front suspension being complemented by a wishbone set-up at the rear - while motive power was supplied by a 2.5-litre, 170bhp version of BMW's overhead-cam straight six driving the rear wheels via five-speed manual gearbox. Top speed was around 140mph (225km/h) with 60mph (97km/h) coming up in 7.8 seconds. Production began slowly in 1988 at the rate of six cars per day, ending in 1991 after 8,000 units had been built. Demand was strong from the start despite a high price (£40,000 in the UK) and today this landmark model continues to be highly sought after by BMW collectors.

This pristine BMW Z1 has covered a mere 2,800 kilometres in the hands of its only owner, and is presented in completely original, 'as new' condition. Finished in red with black leather/camouflage interior, it benefits from a new cam belt and overhauled brakes, and comes complete with all its original instruction/service books, French Carte Grise, and Contrôle Technique.

**€35,000 - 55,000**

## 1959 MORETTI-BRANCA FORMULA JUNIOR MONOPOSTO

Chassis no. 020

- One of only five or six built
- One of only two known survivors
- Monaco Historic Grand Prix participant 2008
- Very well documented



Brainchild of Count Giovanni Lurani, Formula Junior started in 1958 in Continental Europe, where the FIAT-engined Stanguellini quickly established itself as the car to beat. Styled like a Maserati 250F, the Stanguellini employed a tubular ladder-frame chassis and was powered by a tuned FIAT 1100 engine, mounted in the orthodox position ahead of the driver. Formula Junior's elevation to international status for 1958 helped swell Stanguellini's order books, and the cars dominated European racing throughout 1958 and 1959.

Almost two full seasons passed before British manufacturers took a serious interest in the class, their arrival coinciding with the dropping of Formula 2 in 1960, a decision that elevated Formula Junior to the status of 'official' Formula 1 training ground. Many followed Cooper's lead and produced mid-engined cars, relegating the Stanguellini and other front-engined designs effectively obsolete. Although the British are widely credited with starting FJ's mid-engined revolution, one Italian manufacturer - Aquilino Branca - beat them to it, introducing his own mid-engined car for the 1959 season.

Born in Buscate, Italy in 1924, Aquilino Branca had started out with a 500cc Formula 3 car, which was followed by designs for the Italian 750 formula that preceded Formula Junior. Branca's first FJ effort was front engined, but early in 1959 the mid-engined version arrived. Two of the latter contested that year's first-ever Formula Junior support race at the Monaco Grand Prix, driven by Aquilino Branca himself and 'Madero'. The cars were entered under the name 'Moretti', Aquilino Branca having (apparently) used Giovanni Moretti's premises and/or resources to build these early examples.

(Giovanni Moretti had built the first Moretti motorcycles, light cars and vans in the late 1920s and in 1945 established Fabbrica Automobili Moretti SpA in Turin as a motor manufacturer. By the early 1960s it had become apparent that manufacturing was no longer sustainable and the firm turned exclusively to specialist coachbuilding, reorganising itself as Moretti Fabbrica Automobili e Stabilimenti Carrozzeria SAS).





Jean Marie Bert racing his Moretti-Branca up the Mont Ventoux, 1960-1961







Following a split between the two men, subsequent cars were known by a variety of names: 'Moretti Special', 'Branca FIAT Special', 'Branca Moretti Special' or just plain 'Branca'. Branca's mid-engined Formula junior was constructed around a tubular spaceframe chassis, featuring wishbone/coil spring independent suspension, and powered by a FIAT 1100 engine driving via an inverted FIAT 600 gearbox. The Moretti-Branca FJ entered many prominent races in 1959 including Monza (6th place), Monaco (6th place), Albi and Sicily. Only a tiny handful (perhaps five or six) of this type was built before Branca switched his attention to the newly introduced Formula 3 for 1964. Although competitive at Italian Championship level, Branca's F3 offerings made little impact on the international stage and the marque faded away in the late 1970s.

One of only two of its kind known to exist, the other (resident in the USA) being one of the two Monaco GP cars, chassis number '020' was built in 1959 and used by the factory for international Formula Junior events before being sold in 1960 to French enthusiast Jean Marie Bert. Mr Bert raced the car successfully for several years, achieving 2nd place at Mont Ventoux in 1960/1961 (photo on file) and 6th place in the Formula Junior race at the Monaco Grand Prix. He also competed at Lake Garda, Madrid, Rouen, and Innsbruck. The car comes with a typed letter from Branca confirming its early ownership history and competition record.

The immediately preceding owner bought '020' from Didier Marty of Toulouse, France in the 1980s and kept the car for some 20-or-so years. The Italian buyer restored the car, ensuring it conformed to FIA regulations, and entered it in the Monaco Historic Grand Prix in 2008. He continued to look after the Moretti-Branca until its sale to the current vendor.

The history file contains the following: Passaporto Tecnico CSAI; correspondence (1991) with the owner of the only other Moretti-Branca in the USA; assorted period photographs and restoration photographs; FFSA documents (1986); FIA documents (2007); and an Invitation application from the 'Automobile Club de Monaco' for the 6th Grand Prix de Monaco Historique.

Nicely restored, 'on the button' and ready to go, this Moretti-Branca represents a rare opportunity to acquire a pioneering Italian Formula Junior offering a relatively inexpensive entry into historic monoposto racing and eligible for inclusion in a host of prestigious events worldwide.

**€85,000 - 125,000**

**No Reserve**



1

1  
Chassis '020' participating  
in the 6th Monaco Historic  
Grand Prix in 2008.

2  
Jean Marie Bert on board  
chassis '020', circa 1960.



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*The ex-Michael Schumacher, Nelson Piquet, Martin Brundle*

**1991-1992 BENETTON-FORD B191/191B  
FORMULA 1 RACING SINGLE-SEATER**

Chassis no. B191B-06

- Fully operational condition
- Schumacher's first podium car
- Raced by two World Champions
- Offered at No Reserve







Here we are delighted to offer this running-order, on-the-button, impeccably well-presented example of a modern-era 3.5-litre Formula 1 Benetton-Ford dating from the 1991-92 World Championship racing seasons. This individual car provided landmark performances in the careers of three great drivers who campaigned it then...

Three-times Formula 1 World Champion Driver Nelson Piquet completed his last Grand Prix race in it, in the Australian round on the beautiful Adelaide street and parkland circuit at the end of the 1991 season. Present-day Formula 1 TV commentator and highly-respected pundit Martin Brundle drove this self-same car upon his Benetton team debut in the 1992 South African GP, and the great seven-times Formula 1 World Champion Driver Michael Schumacher scored the very first 'podium' finish of his glittering pinnacle-level career using this car, in the 1992 Mexican Grand Prix at Mexico City.

The Benetton Formula 1 team's B191-Ford design for 1991 was master-minded by John Barnard – regarded very much in period with the same kind of admiration more recently accorded to Adrian Newey of Williams, McLaren and Red Bull Racing fame. The Benetton Formula organization consolidated its position as Ford's works partner team during 1991.

Exclusively to facilitate its installation within the B191 design, the Series V Ford HB V8 engine was fitted with specially-designed cam covers using a series of lugs on the leading edge which, in conjunction with four corresponding lugs of the cylinder block base, allowed it to be rigidly bolted to the back of the monocoque fuselage.

Chassis 'B191-06' offered here in its updated 1992 'B'-specification form, actually made its racing debut in the 1991 Hungarian Grand Prix at the Hungaroring outside Budapest on August 11 that year. Nelson Piquet drove the car, qualifying 11th out of 34 entries on the starting grid but being forced out of the race due to gearbox failure.

Nelson Piquet drove chassis '06' again in the Portuguese Grand Prix at Estoril on September 22, again having qualified 11th fastest but this time he finished fifth to score World Championship points.

The Spanish Grand Prix followed on September 29 at Barcelona, Nelson Piquet qualifying 10th but finishing 11th after a troubled race. Fortunes then improved for him in the Japanese Grand Prix at the mighty Suzuka on October 20; qualifying '06' 10th and finishing the gruelling race in seventh place.

The Australian Grand Prix at Adelaide on November 3 was to witness Nelson Piquet's swansong Formula 1 appearance. The race was shortened by torrential rain, but Piquet's celebrated wet-weather driving skills surfaced as he was classified fourth after the race had been red-flagged to a halt – earning half points for its well-placed participants.



1  
The first of many, 1992 Mexican GP, Schumacher learns how to douse fellow drivers in champagne, this time the Williams duo of Mansell and Patrese.  
© LAT Photographic

2  
1992 Mexican Grand Prix, Schumacher on his way to a fine 3rd place in chassis '06  
© LAT Photographic



2





The Benetton team retained its B191 cars updated into B191B specification for the early 'fly-away' races of the following season, the Ford HB engine having been developed from 1991 Series V specification into pneumatic-valve Series VI form. On March 1, 1992, chassis 'B191B-06' offered here was entrusted to new team driver Martin Brundle for the South African GP at Kyalami. After qualifying the car eighth on the starting grid the Englishman was forced to retire on race day following clutch failure.

On March 22, 1992, chassis '06' was then allocated to the fast-developing young German star driver, Michael Schumacher...

He promptly qualified third fastest of the 30 entries and tore round to score his first-ever Formula 1 'podium' finish, with third place. The car today is liveried in the same specification to this historic race. He then followed up that performance in this now beautifully presented Benetton-Ford by qualifying fifth fastest in it for the Brazilian Grand Prix at Interlagos, and again finishing third for the second top-three finish of his now legendary Formula 1 career. The car was then retired from active service.

This Benetton B191B is powered by the 72-degree Ford HB V8, bore and stroke dimensions 95.0mm x 61.6mm, cubic capacity 3,494cc. With a compression ratio of 12.0:1 the engine revved to an ear-splitting 13,800rpm and developed a rated 730bhp. This power unit drove through a Benetton-made six-speed gearbox. The moulded carbon-composite construction monocoque chassis weighs just 38kg – 83.7lbs – and carries pushrod-actuated all independent suspension, front and rear. Wheelbase length is 2,880mm – front track width 1818mm and rear track width 1720mm. Fuel tank capacity within the fuselage is 204 litres.

John Barnard, the renowned British design engineer, master-minded such innovative and hugely successful single-seater racing cars as the Indianapolis '500'-dominating Chaparral 2K, the pioneering carbon-composite construction McLaren MP4/1 and MP4/2-family of World Championship-winning machines, the 'paddle-change' Ferraris and these Benettons which so notably projected Michael Schumacher onto the world stage.





Of the Benetton-Ford B191/B191B-series John Barnard would recall: "When it first came out, everyone was jumping up and down about the nose... It was similar in concept to that of the Tyrrell 019 – very swept up at the front to improve the aerodynamics. However, I didn't think it needed the gull-wing arrangement used by Tyrrell, so we built a model and tested in the wind tunnel and it worked well. We had curved mounting pylons, which freed up the middle of the wing and made a more solid mounting point.

"The Benetton team were in a state of flux when I started with them, so I didn't want to do a car that was too way out because we had enough on our plates with everything else. That said, the chassis was interesting; for the most part it was conventionally moulded from the outside, but the front third was moulded from the inside, allowing us to mount things like the pedals directly onto the monocoque without complicated machining. We then bonded a thin aerodynamic skin to the outside.

"The gearbox was transversely mounted and we were going to have a paddle shift – but unfortunately we couldn't handle the software and electrics for it, so we went back to a normal gearshift. I think it was the last car I designed with a gear lever.

"Nelson Piquet took first place in the Canadian Grand Prix of 1991 driving the B191, which was very pleasing. Every car I had designed up to that point had won in its first season – and Piquet maintained that record. I left the team at about that time, so I missed out on Michael Schumacher's arrival, though he did drive my car in the last five races of '91 and the first three of '92..."

It took a good car to replace the highly successful B191/B191B offered here, and Benetton's replacement B192 was designed by another Formula 1 star in the making – the team's new chief engineer, Ross Brawn...

This beautiful 3.5-litre V8-powered Formula 1 car is relatively uncomplicated and easy to run. Its current connoisseur collector has maintained the Benetton in fine fettle via his specialist race preparation company and we recommend it highly to a new owner/driver... With its multiple connections to ten Formula 1 World Championship titles and its significance within the Michael Schumacher story, it is an historic artefact of true stature.

**€220,000 - 280,000**

**No Reserve**



**1958 JAGUAR XK150S 3.4-LITRE ROADSTER**

Chassis no. S830725DN

Engine no. VS 1158-9

- *Matching numbers; matching colours*
- *More powerful and desirable 'S' version*
- *Desirable overdrive transmission*
- *Restored to concours condition between 2003-2008*
- *Little used since completion*



'The 3.4-litre Jaguar Engine is one of the marvels of the age. In racing tune, it achieves tremendous speeds, and in normal form it powers a range of cars from six-seater luxury models to the sports XK types. Now, a "hotter" version of this basic engine has been made available, and it is used in the ultra-high speed XK 150S two-seaters.' – John Bolster, *Autosport*.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet.

A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-97km/h time of 7.3 seconds and a top speed of 219km/h. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors and twin electric fuel pumps.





Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

Bolster concluded his review thus: 'It combines extreme performance with perfect manners to a quite exceptional degree, and it has a sporting appearance that is entirely suitable for the most formal occasions. Being a Jaguar, it is really hardly necessary to remark that it represents outstanding value for money.'

Manufactured in June 1958, left-hand drive chassis number S830725DN was despatched to Jaguar Cars, New York, USA, in July 1958. Its original body colour was Mist Grey, its interior trim and soft top were dark blue, a colour scheme which it sports today. It was equipped with its Moss four-speed gearbox, as well as the De Norman overdrive transmission. The car was reportedly kept for showroom display by Jaguar Cars, NY, and was first registered by a private owner in 1961. Early in 2000, it returned to Europe, residing in Belgium ever since.

The vehicle's current owner had the engine's top-end rebuilt, sump gaskets/seals renewed, the clutch replaced and the brake system overhauled (new master cylinder and lines), all work for which bills are available. Prior to this, between 2003 and 2008, the car underwent painstaking 'last nut and bolt' work by Classic Car Service BVBA in Antwerp to restore it to concours condition.

Since the completion of the restoration work, the car has never been entered into competition; it has been driven sparingly by its owner, with the love and care owed a splendid and characterful 'old lady'. This most desirable member of the XK150 family is offered with JDHT certificate – confirming all matching numbers – 2007 FIVA Passport, Belgian registration papers, an extensive portfolio of restoration photographs, sundry invoices and rare original toolkit.

**€175,000 - 225,000**

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*The ex-IAA Frankfurt Motor Show*

**1987 PORSCHE 930 TURBO 3.3 CABRIOLET**

Chassis no. WPOZZZ93ZJS020067

Engine no. 67100114

- *Unique factory colour scheme*
- *Recently re-commissioned*
- *The 6th of a mere 129 examples for model year 1988*





The car on the Porsche stand at the 1987 IAA Frankfurt Motor Show. ●



Dating from the first year of Cabriolet production, this 3.3-litre Porsche 911 Turbo was completed on 31st August 1987 and prepared at the Porsche factory for display at that year's IAA Show in Frankfurt. It was painted for the show in Pearlescent Gold, a stunning colour that was not offered for production cars. It is the only Type 930 Turbo Cabriolet painted in this colour by Porsche, and thus unique. Email confirmation that this is an 'IAA Exhibition Frankfurt vehicle' may be found in the accompanying history file together with photographs of the Porsche stand and an original IAA Show programme. Little else is known of the car's early history.

Gerd Helmers, a German doctor of engineering, owned this Porsche for many years; he was married to a Welsh lady, and the car was stored, unused, in Wales for approximately 16 years. The current vendor purchased the Turbo from Dr Helmers on 13th January 2013, at which time it was still on German number plates ('FMH 911'). Porsche specialists Canford Classics have since re-commissioned the car to a high standard (all invoices and receipts are on file).

We are advised that it was stripped and the body found to be corrosion free, following which the entire 'shell' was repainted in the original colour. In addition, the original turbocharger and waste gate were rebuilt, while the gearbox was removed, stripped and rebuilt with new parts as required. Other new parts fitted include the exhaust system, drive shafts, battery, tyres, and hood (to original specification). The original seats have been cleaned, and we are advised that all dashboard instruments are in good operating condition. Described as clean and excellent, the original engine is said to perform to factory specification. Apart from trips for servicing, the car has not been used since the rebuild's completion in April 2015.

The aforementioned history file contains a Porsche Cars GB Certificate of Authenticity; a UK V5C registration document; an MoT certificate valid until March 2017; a full condition report; and a copy of the December 2015 edition of 'GT Porsche' magazine featuring this actual car (pages 52-58). This unique Porsche 'Show Car' also comes complete with all tools, spare wheel, jack, and compressor.

**€150,000 - 200,000**



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**1968 SHELBY MUSTANG  
GT-500 KR CONVERTIBLE**

Chassis no. 8T03R210378-03762  
Engine no. 428408J

- *One of 318 convertible models*
- *Matching numbers*
- *Restored in 2014*
- *Offered with Marti Report*







Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships.

The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-litre) small-block V8. When the factory introduced a 390ci 'big-block' V8 option on the Mustang for 1967, Shelby went one better, installing Ford's 428ci (7.0-litre) V8 to create the GT-500, one of the great, iconic muscle cars of the 1960s. The GT-500 was soon upgraded, gaining the 'KR' ('King of the Road') appellation that signified the presence under the bonnet of the 428ci 'Cobra Jet' engine producing a claimed 335bhp. In fact, this figure was a deliberate underestimate, probably made to lower insurance costs; the actual maximum output has been estimated at closer to 450bhp, making the GT-500 KR one of the most powerful 'muscle cars' of its day.

Built by Ford at its Metuchen factory and then, from 1968, shipped by rail to the A O Smith Company's plant in Ionia, Michigan for completion, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features, until production ended in 1970.

This matching-numbers GT-500KR convertible was built at Metuchen on 18th June 1968, one day ahead of schedule, and comes with the all-important Marti Report confirming the chassis number. Retailed via B J Werner Inc of Garfield, New Jersey, it was delivered finished in Ford Yellow with Black Décor bucket seats. Equipped with the four-speed manual transmission and 3.5:1-ratio Traction-Lok rear axle, the Mustang was ordered with the following options: Black Power Convertible Top with glass rear screen; GT Equipment Group; Visibility Group; power steering; power front disc brakes; Tilt-Away steering column; AM radio; and the Interior Décor Group.

The car's early owners are not known prior to 2001, when it was acquired by Antony Alesandro of New Jersey, who kept it until 2014. Restored in 2014, the Shelby was purchased in the USA last year and imported into Switzerland. Accompanying documentation consists of restoration invoices, FIVA papers, US certificate of Title, Swiss customs paperwork, and the aforementioned Marti Report.

The GT-500 KR was only offered for the 1968 season, during which period 933 coupés and 318 convertibles were made. Today this rare model is one of the most desirable and sought after of all Mustang variants.

Should the vehicle remain in the EU, local import taxes of 5.5% will be applied to the hammer price.

**€80,000 - 120,000**



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*By order of the executors, One owner from new,  
Ferrari Classiche certified*

## **1985 FERRARI 288 GTO COUPÉ**

Registration no. C908 CRU (UK)

Chassis no. ZFFPA16B 0000 55171

Engine no. F114B 00128

- Exotic Group B 'homologation special'
- One of 272 built
- Fully documented with extensive history file
- Fastidiously maintained
- Recently serviced with cam belt change











The original, immortal Ferrari 250 GTO had been developed for the FIA GT Championship, duly taking the manufacturer's title for Ferrari in 1962, 1963 and 1964; clearly, any revival of the 'GTO' name could only be permitted for a very special car indeed. Enter the 288 GTO. Like its illustrious forebear, the 288 GTO (the initials stand for Gran Turismo Omologato) was conceived as a limited edition model, just 200 units being planned to meet the then-existing Group B homologation requirements for international sports car racing. However, such was the demand for this exotic model that Ferrari ended up building an extra 72.

Styled by Pininfarina's Leonardo Fioravanti, creator of the awe inspiring Ferrari 365 GTB/4 'Daytona', the 288 GTO was based on the 308 GTB (another Fioravanti creation) and made its public debut at the Geneva Salon in February 1984. Fioravanti later recalled Enzo Ferrari's original design brief. 'There was no specific instruction, just to produce a car based on the 308 GTB that could be used for racing.'

Although superficially similar to the contemporary 308 GTB Quattrovalvole, the 288 GTO was radically different beneath the skin, mounting its V8 engine longitudinally rather than transversely, a change that necessitated a new chassis with a wheelbase extended from 234cm to 245.1cm.

This new frame was constructed of steel tubes in the traditional manner while incorporating the latest in Formula 1-derived composite technology in the form of a Kevlar and Nomex bulkhead between the driver and engine. The alteration in engine layout had been made to accommodate twin IHI turbo-chargers and their associated Behr inter-coolers and plumbing; the adoption of forced induction requiring that the quad-cam, 32-valve V8 be downsized from 2,927cc to 2,855cc to comply with the regulations. Ferrari's considerable experience gained from turbo-charging its Formula 1 engines was deployed in adapting the 308 unit, the latter in highly modified 288 GTO form producing 400bhp at 7,000 rpm and a mighty 366lb/ft of torque at just 3,800 revs. Top speed was a staggering 189mph.

Its three rear-wing cooling slots deliberately recalling the earlier GTO, the 288 body likewise benefited from the adoption of F1 technology, being constructed of glassfibre and a mixture of the lightweight composite materials Kevlar and carbon fibre. Aerodynamically refined in the wind tunnel, the 288 GTO sported flared wheelarches, larger front and rear spoilers, taller door mirrors and four additional driving lights in the front grille, these subtly altered looks combining elegance with muscularity in equal measure.



The owner taking delivery of his brand new Ferrari 288 GTO at the factory in Maranello, April 1985





Given its race-bred, state-of-the-art technology and drop-dead gorgeous looks, it is not surprising that the 288 GTO appealed to Formula 1 drivers of the day, with Ferrari's Michele Alboreto and René Arnoux, and even McLaren's Nikki Lauda, numbered among its owners. In the event, the 288 GTO never contested the races for which it had been conceived, as the FIA axed Group B.

In total, 272 cars were built, every one of which was sold prior to the start of production in July 1984. The 288 GTO's UK price was £73,499 at a time when a Rolls-Royce Silver Spirit cost a comparatively trifling £59,468. Just a few years after production ceased in 1987, the typical asking price had more than trebled, assuming you could find a 288 GTO for sale. Today this worthy successor to the 250 GTO remains one of the most desirable and sought-after Ferraris of recent times.

This GTO's only owner was a London-based businessman and Ferrari enthusiast who owned a number of models including a 275 GTB/4 and was also a member of the Ferrari Owner's Club of Great Britain.

Correspondence on file includes the initial contact in March 1984 with Maranello Sales of Maranello Concessionaires Limited, whereupon a £7,000 deposit was paid to order the car. The two options available at the time of order were air conditioning and electric windows; the owner opted for both.

Chassis number '55171' is finished in its original colour combination of Rosso Corsa with black leather/red fabric interior trim. The original engine, gearbox and differential are retained.

Eagerly seizing the opportunity of a lifetime, the owner flew to Italy and, as illustrated on these pages, collected his new Ferrari from the factory in Maranello on 26th April 1984. He arrived back at HM Customs three days later, whereupon he paid his import taxes by banker's draft. The history file contains a memo of expenses paid, including the hovercraft crossing.

Warranted by service records, service books and MoT certificates, the odometer reading of 49,285 kilometres reflects enthusiastic yet sparing usage (averaging 2,240 kilometres annually). This GTO has benefited from the stewardship of a most fastidious owner with a continuous history of professional service and maintenance - ensuring it is in excellent condition. Having been driven regularly the car does not suffer from the issues associated with being left standing for extended periods that many lower mileage cars can have.



The body is very straight and in excellent condition, with no noticeable dents and very good shut lines and panel gaps. The paintwork is likewise very good, though there are a few isolated, and very minor, cosmetic blemishes present. The tyres show almost no wear to the tread, while the wheels appear unmarked. Only the interior shows signs of some of the car's use, there being some wear to the driver's seat squab and leather-clad door pull.

During 2015, the Ferrari underwent a £22,000 refurbishment and re-commissioning programme carried out by respected marque specialists GTO Engineering Ltd. Principal works included overhauling the shock absorbers; fitting a new clutch; overhauling the fuel tank; detailing the engine bay (with engine and gearbox removed); overhauling the electrics; refurbishing the paintwork; and a polish. The related invoices are, of course, contained within the six extensive history files that cover the entire history of the car from the original purchase. The files also contain the aforementioned ordering and purchase correspondence; the original purchase invoice; sundry servicing invoices; a spare parts catalogue; various articles, memos and notes. There are also eight expired MoTs for the period 1995 to 2014, plus a ninth (in the owner's wallet) valid until July 2016.

In addition to the files this GTO is offered with the Ferrari Classiche certification that was issued in September 2015. The car also has its owner's 288 GTO wallet that contains a lubricant chart, owner's manual, Sale & Service book, Clarion radio/cassette stereo manual, and the service voucher book. Stamped by Maranello Concessionaires and various specialists, the latter records regular servicing and cam belt changes, the most recent of which was carried out in August 2015 (at 49,283 kilometres) and included a belt change. The GTO also comes with its wheel changing tool roll.

For a car that has enjoyed regular use, this 288 GTO is in excellent condition – a testament to how well the one owner looked after it. From the outstandingly detailed – and ordered – history file, it is evident that this car wanted for nothing.

Rarely does a car take on iconic status when new, but the Ferrari 288 GTO did just that. In many ways, it is seen as the modern-era supercar that inspired the production of the Porsche 959, the Ferrari F40, the Bugatti EB110 and the McLaren F1. It was, and still is, considered by many to be one of the finest high-performance cars ever built.

**€1,300,000 - 1,700,000**



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**2006 PORSCHE CARRERA GT**

Chassis no. WPOZZZ98Z6L000110

Engine no. 90630639

- *Delivered new to Europe*
- *One owner*
- *Circa 14,300 kilometres from new*
- *Full Porsche factory service history*
- *Never before offered for sale*





When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was intended that the GT1's advanced technology would be carried over to the new model.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years previously for a still-born Le Mans racer. The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car.

Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six.

Before production commenced, the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability the rear body incorporates a wing that rises automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.

The Carrera GT's suspension is pure competition car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium callipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.





When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost though, perhaps surprisingly, air conditioning was an optional 'extra'.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed.

A 2006 model completed in November 2005, Carrera GT number '1130' is a rare European specification car, with the country code for Austria. This car was delivered new to the present owner, a well known collector of Porsche vehicles, and has been registered in both his own name and that of his company. Regularly serviced regardless of cost by the Porsche factory in Leipzig, it received the latest clutch upgrade at circa 12,000 kilometres, making it easier to drive, while a set of new tyres was fitted during the last service. Accident free and never repainted, this Carrera GT comes complete with its leather wallet, two keys, and all books/ tools. Accompanying documentation consists of the service booklet (fully stamped by the factory), German registration papers, Porsche Certificate of Conformity, and a 111 points check carried out at Porsche Leipzig.

With so few produced and all in the hands of private collectors, the Carrera GT is only rarely seen on the open market. Described as one of the best in existence, this one-owner car is offered for sale for the first time and represents a wonderful opportunity to acquire what Car & Driver rated 'arguably the finest sports car the company has ever produced.'

**€650,000 - 750,000**





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## **1967 MASERATI GHIBLI COUPÉ**

Chassis no. AM 115.010

Engine no. AM 115.010

- *Earliest surviving Ghibli in the world, French delivery and first new to Europe*
- *Fifth car built with many special early features*
- *Restored to original colour scheme and eligible for rallies or concours (FIVA card)*
- *Concours class winner 100 years Maserati Turin 2014*





A model which symbolizes an era already garners much deserved attention even more so when it is no less than a Maserati, one which furthermore became an iconic portrayal on wheels of la dolce vita of the late sixties. This was undeniably the case with the watershed Ghibli relegating all else on the Autostrada del Sole to the left lane, demoting all else on the Via Veneto to mere faire valoir.

From becoming an instant star of Cinecittà's latest movies or the cult classic film *La Piscine* in France with Alain Delon, Romy Schneider and Maurice Ronet, to being ordered by Henry Ford so his designers could get inspired from it, to earning countless magazine covers to being the in car in a Grand prix paddock, in Gstaad, Monte Carlo or Cortina d'Ampezzo, from Park Lane in London to the Sunset Strip in Los Angeles, the Maserati Tipo AM115 as it was known was a bold departure from previously staid, conservative designs with in line six engines to a very low, gargantuan bonneted V8 driven Trident bearing macchina set on taking on Maserati's nearby competitors and the world.

Penned by the talented Giorgetto Giugiaro during his short stint at Ghia as he was moving on from Bertone and already thinking of setting up his own [eventually named] Ital Design firm, the Ghibli's superbly perfect shape as though hacked away from a slab of exotic stone during a thunderous night by ancient Roman Gods brought pride to Italy and began selling like hot cakes to the cognoscenti, the beautiful people and the fast gentlemen drivers as the press mostly raved about its long distance comfort, ability to effortlessly slaughter journeys on fast roads and good handling.

It wasn't dishing out all song and flowers in its comments however. The rather conservative stiff leaf sprung rear axle and the occasionally overwhelmed brakes when a mountain pass or actual circuit lapping were tackled too hard but then that was not its purpose ...so yes an icon it became and deservedly so, about 1,200 were made plus 125 spyders, both variants in 4,7 liter engine configuration, later in 4,9 known as the SS, though it wasn't really more powerful and didn't rev as easily.







AM115.010 receiving 1st place in the Ghibli Class 100 years Maserati Concours d'Elegance Torino in 2014



While any Ghibli might therefore be seen as a representative of what it stood for, a spear for Italian automotive style, craftsmanship and Italy's dynamic place in the world during that cherished era, the Ghibli we present here is nothing less than the very tip of the spear's blade: it is the officially recognized oldest surviving Ghibli, chassis number AM115.010 with matching engine number AM115.010 which has outlasted the four built before it, and can stand proud of its 49 years of life.

As documented by Maserati Classiche, after the preceding four were delivered in the new world, 010 was the first Ghibli ever to be delivered in Europe, namely in France by long established importer Thepenier in stunning and ever so sixtyish Rame metallizzato livery with off white interior, of which it still retains the original leather. The car has been lovingly brought back to this original configuration which has an incredible arresting presence, palpable charisma.

Factory documents in the very comprehensive file confirm it was ordered in March of 1967 and assembled that June with a ZF five speed gearbox, Borrani wire wheels (which factory documents notes in July 1968 were replaced with Fuse Campagnolo wheels).

It was then comprehensively tested, the test notes are part of the file and illustrate the true craftsmanship involved in getting the car fettled just so for delivery.

It was then delivered from Modena via the Modane customs in the French Alps and the Agence Maserati in Saint Cloud near Paris to its first owner Mr Robert Amzelak of Marseille, France, the vast Mediterranean port city.

The file which contains all the original books, manuals that came with a Ghibli, also contains lots of correspondence by the office of the new owner of the brand new car complaining, in duly courteous phrases about various issues which demonstrated the car had in fact not been properly sorted before leaving the factory, perhaps because its staff was by then not used to this new model, in any case the factory answered that it would do its best, following the unamused client's haughty admonishments, to actually sort it out, la comedia dell arte in full swing!





This charming correspondence continues when Mr Amzelak decided to sell the car to a Mr Castella, in the form of a letter by the factory citing the infamous and notoriously contrarian chief test driver Guerrino Bertocchi (who could sort out any issue in the blink of an eye...if in fact he was so inclined, meaning if the car was to be delivered to a dealer or client he considered friendly) apparently he was not inclined favourably that day asking what on earth he is supposed to sort out on this macchina.

It should come as no surprise that he was a few years later fired by the Citroen administration for a persistently contrarian attitude which corrupted the running of the new vehicle testing department (collaudo) and for working against the interests of the company!

Eventually a faulty fuel tank damaged during build was diagnosed to have a crack from which fumes disturbed the passengers, the brakes were upgraded.

The car spent all of its life in France and a number of years in the Paris area with Maserati enthusiast Robert Setbon having previously been repainted in 1973 at Carrosserie Biagioni in Aix en Provence in traditional Maserati light blue of which it still wears the plate. It remained all its life in France until recently restored to the very highest standards to its original configuration.

It should be noted that this Ghibli retains all the very rare design details and features seen only on the earliest Ghiblis that is to say no over riders on the bumpers, inset rather small rear lights, no air scoops on the bonnet, knock off as opposed to bolted on Campagnolo wheels, the headlight cover surrounds are a lot squarer than on later cars on which they were rounded off, the dashboard features toggle switches as opposed to buttons, an original period correct Becker Monza radio, a wooden steering wheel, no headrests, a small size wooden gear lever, as opposed to the later much larger wooden gear lever and the most recognizable feature of all, the the bootlid instead of its lower edge going straight across dips down between the rear lights .

It should also be noted that as recently as 2014 at the official concours celebrating the marque's 100 years this very car won the Ghibli class in Turin's central square.

AM115.010 the oldest Ghibli in existence, matching numbers and restored to a high level in its gorgeous evocative colours is a true survivor of a heyday which the entire post war classic car movement could call its epicentre and rightly so, pedigree doesn't get finer than this. Bonhams recommend close inspection of this possible once in a lifetime opportunity.  
**€320,000 - 380,000**

**NO LOT**  
113





114

*The Ex-Ecurie Francorchamps, Roger Laurent, Baron Charles de Tornaco, Jacques Swaters, Olivier Gendebien – 1953 Le Mans 24-Hours, Spa '24-Hours', ADAC 1,000-Kilometres race*

## **1953 JAGUAR XK120C 'C-TYPE' SPORTS-RACING TWO-SEAT ROADSTER**

Registration no. POV 114 (UK)

Chassis no. 'XKC 011' – Originally 'XKC 047' re-stamped 'XKC 011' by Jaguar Cars Ltd. in 1954

Engine no. E 1066-9

- *Le Mans 24-Hour race finisher, placing 9th overall*
- *Jaguar works-supported entrant*
- *One of the most original C-Types extant*
- *Single family ownership since 1963*
- *Incredible provenance*



1 (Main)

No '20' - Jaguar C-Type chassis 'XKC 047' joins the traffic stream immediately after the run-and-jump start at Le Mans, 1953.

2

Night-time refuelling stop for '047' in the Jaguar works team pits.

3

Roger Laurent leading Lancia and Cunningham Coupes into Tertre Rouge Corner, Le Mans 1953.



In this wonderful Le Mans racing Jaguar we at Bonhams are delighted to offer one of the most unmolested, highly original, 1950s 24-Hour-race sports cars still surviving anywhere in the world today... It is also much more than 'just' a Le Mans 24-Hour race car – it is a Le Mans 24-Hour-race top-ten finisher, and it achieved that feat in the Jaguar C-Type model's greatest Le Mans year – 1953 – when the works-prepared and entered cars finished first, second, fourth and ninth overall.

This remarkably conserved Jaguar C-Type is offered here 61 years after it was last sold ex-works by its manufacturer. It is also offered here direct from no fewer than 53 long years in one single, caring, continuous family ownership.

Today, surviving examples of the 53 Jaguar C-Type sports-racing cars produced by the world-famous Coventry marque in 1951-53 are particularly coveted. These discreetly-styled, exceptionally well-proportioned and handsome projectiles are famously useable on both road and track.

Amongst all genuine C-Types, only two have been preserved in family ownerships that have prevailed for more than half a century. And standing here before you – immediately available to the highest bidder – is the only Jaguar C-Type of that pair to have survived from period, unrestored...

Throughout its long current ownership it has been consistently preserved and maintained in running order. It has never been circuit-raced within its current ownership and indeed its last competitive appearance was in a sprint in 1969. It has instead been used only very occasionally for day-to-day touring or specialised Jaguar and historic rally-type events. But – most significantly – the car as offered here has survived throughout its long life with hardly anyone really laying an intrusive, meddling, originality-destroying or performance-improving spanner upon it... The only notable changes from its 1953-1960 racing order are the sensible safety measures of '60s/'70s-style braided Aeroquip-type brake lines and oil-pipes in place of the originals, detachable four-point seat belts, stowage of a sizeable hand-held fire extinguisher in the cockpit and discreet addition of flashing turn indicators, those at the front mounted within the headlight fixtures, and those at the rear tucked unobtrusively beneath the tail.

During the 1950s, Jaguar Cars won the world's most prestigious sports car race – the Le Mans 24-Hours – no fewer than five times. Jaguar's first dedicated sports-racing design, the XK120C or 'C-Type', won the great race in 1951 and 1953, followed by their D-Type models' famous hat-trick of victories there through 1955-57...

For many subsequent years, Jaguar Cars Ltd traded upon those Le Mans-winning laurels, before returning to racing in the late 1980s. And in 1988 and 1990 the latest Tom Walkinshaw Racing Jaguar XJR9 and XJR12s added two further Le Mans wins.







4  
Beat that - C, D, E2A, and Lightweight E-Type. Guy and Penny Griffiths created arguably the greatest Jaguar sports-racing and competition collection ever assembled. The C-Type was the first acquired, and is now the last to be sold. Here are the cars lined up at Chipping Campden in the 1970s.



5  
The Griffiths Formula started in 1966. Here we see two overlaid photographs of Penny at Castle Combe in May 1966 waving off none other than Neil Corner in the 1955 ex-Works 'Longnose' D-Type 'RSF 302' (XKD 504).



The C-Type and D-Type pedigree has come down to us today more highly burnished than ever. Fewer C-Types were built than D-Types. These lovely 1951-53 sports-racing cars are less common, more useable and accommodating for two persons, and deliver impeccable manners on both road and track. Furthermore, with stowage space on top of the panelled sills on each side of the cockpit, and in the body 'tub' behind the right-front wheel-arch – in addition to some space above the spare wheel within its tail bay – the C-Type becomes a genuinely habitable fast touring car. It is the combination of all these factors that have come to be recognized in recent times by an ever-more eager connoisseurial and collectors' market.

In practical terms this Jaguar C-Type stands before you in driveable – immediately useable – order. But its value plainly embraces so much more than mere utility. Here we are proud to offer an unspoiled work of engineering art – and one that survives from its contemporary racing period 1953-60 in the finest connoisseurial condition. If this Jaguar was an equally historic British building, it would surely be Grade I listed...

Its current exceptionally long-term family ownership commenced in January 1963, when it was bought – for £635 – by pre-war Brooklands personality/postwar racing photographer Guy Griffiths.

Jaguar Cars Ltd had originally road-registered it under the serial 'POV 114' on January 14, 1955. The original logbook issued at that time still accompanies the car today. It declares the car's chassis identity as plainly stamped upon the car's chassis frame at that time (and still today) – 'XKC 011'. The car became Guy Griffiths' first racing Jaguar and it founded his family's superb Chipping Campden Car Collection, in Gloucestershire, England. There it was joined subsequently by an excellent Jaguar D-Type, the unique Jaguar D-Type/E-Type 'missing link' prototype E2A, and one of the famed 'Lightweight' Jaguar E-Types – amongst other exhibits. Significantly, not only was 'POV 114' as offered here the founding car in the Griffiths family collection – it is also the last to be made available to the market ...

Guy Griffiths went on to recognise that while there was an emerging class of British club racing catering for historic Grand Prix cars, there was no such active stage upon which historic sports-racing cars could still perform. Consequently he launched and promoted his own 'Griffiths Formula' race series in 1966 – this year marking his innovative idea's 50<sup>th</sup> anniversary – in which such cars could be energetically and competitively exercised. It has been from that foundation of the Griffiths Formula that modern-style Historic sports and racing car competition has since developed – of which such events as the Monaco Historique and Goodwood Revival Meeting are surely the highest expression. So to that extent 'XKC 011' as offered here is the car that sparked the historic motor sports-racing car explosion...





On May 7, 1963, Jaguar's assistant managing director – and the company's famous former works racing team manager - 'Lofty' England wrote to Guy Griffiths: *"I have had a look into the history of 'XKC 011'. This car was used as one of our works cars in 1952 but I am afraid our records of the actual races in which it was used are no longer available. It remained our property until 1954 when the car was rebuilt and equipped with Panhard rod-type rear suspension linkage and the engine fitted with Weber carburetors.*

*"It was then sold to Dunlop who used it for tyre test purposes. The car was subsequently sold by them to Mike Salmon and in turn became the property of Gordon Lee and Robin Sturgess, being raced by all these three individuals..."*

The three names of Salmon, Lee and Sturgess would become extremely well known within the British club racing scene through 1957-1960. Michael Salmon was a Channel Islander who became a Jaguar-trained manager and salesman. He campaigned 'XKC 011' as offered here very widely in British home events, performing most notably at Goodwood, Silverstone and Brands Hatch. The car was very well prepared, quick and consistent and in Salmon's hands it became a regular front runner and occasional race winner. He finally sold the car to Gordon Lee whose exploits in 'XKC 011' mirrored and extended Salmon's success. Leicester car dealer Robin Sturgess then purchased the car from Lee and continued to cement its reputation as one of the quickest and most consistently successful C-Types on the entire British club racing scene – despite, by that time, the car's advancing age.

Following his acquisition of the car right at the start of 1963, Guy Griffiths and his equally-enthusiastic daughter Penny had noticed traces of Dunlop grey paint, and Salmon/Sturgess dark blue where the car's overlying British Racing Green paintwork had chipped or flaked. But areas of bright yellow, the Belgian national racing colour, also showed. And they saw that the bodywork number tags read 'K 1047' – indicating that the body was from car 'XKC 047', not 'XKC 011' as the chassis was clearly stamped.

The original 'XKC 047' had indeed been liveried in bright Belgian yellow. It had been built in 1953 – intended initially as a rally car for Jaguar hero Ian Appleyard to campaign in succession to his legendarily successful Jaguar XK120, 'NUB 120'. However, the more that Ian Appleyard assessed the C-Type as a rally car – since many of the Alpine rally stages in which he was most interested were at that time still unsurfaced, loose, and strewn with rocks, stones and gravel – the more he recognized the unsuitability of such a pure-blooded high-speed sports-racing car as the Le Mans-tailored C-Type.

In consequence Ian Appleyard opted out, cancelling his order. Scans of the extensive and detailed correspondence between Mr Appleyard and Jaguar Cars Ltd, concerning his requirements for the C-Type to be adapted for his kind of rally use, are included within the extensive documentation file accompanying this Lot. There were, however, other eager customers then queuing at Jaguar's door.



6

Mike Salmon raced and sprinted 'POV 114' extensively during his late-1950s ownership, ex-works, ex-Dunlop.





The car was promptly sold to one of them – the former Belgian 350cc and 500cc motor-cycle racing Champion Roger Laurent. Its sale to him was finalised on May 19, 1953, and 'XKC 047' – as it was properly identified at the time - was works prepared and entered by the *Ecurie Francorchamps* team - in which Laurent was a partner – at Le Mans that year. It was intended to serve as a quasi-works back-up for the factory team's 'Lightweight' C-Types. Roger Laurent and his stylish young co-driver Baron Charles de Tornaco finished a highly creditable ninth overall.

Not only were the Belgian crew delighted with that result. So were the Jaguar company founder William Lyons, chief engineer William Heynes and of course 'Lofty' England himself. The works 'Lightweight' C-Types had just finished first, second and fourth – totally dominating the 24-Hour race – and their client team's car had finished a worthy ninth in support. The Belgian racing yellow-liveried car had been run very much as part of the works team effort, prepared and serviced during the race by works team mechanics, and occupying the same pit area...as so evocatively captured in Belgian enthusiast spectator Jacques Callier's gorgeous panoramic colour photograph reproduced in these pages.

After Le Mans in mid-June, 1953, the car then competed again in the Belgian Spa 24-Hours on the weekend of July 25-26. Co-driven by Roger Laurent and *Ecurie Francorchamps* principal Jacques Swaters, it ran well before engine failure. After re-fettling by Jaguar, it reappeared in the Nurburgring 1,000-Kilometres on August 30, 1953, co-driven by owner Laurent and the patrician Olivier Gendebien, Ferrari's future four-time Le Mans winner, but a piston failed.

At the end of its 1953 race programme, 'XKC 047' was returned to the Jaguar factory in England, where it then remained in store through 1954 – although Swaters and Laurent made an entry under its chassis number for a return to Le Mans that year.

In 1955 it was then sold – see later – to the Dunlop Tyre & Rubber Company Ltd, who required a high-performance test and development vehicle. For its Dunlop test-car duties a passenger-side door was provided as a modification from the standard (driver's-door only) C-Type specification. Two small swiveling hatches were also added in the cockpit floor, one ahead of the driver's seat, the other ahead of the passenger seat. We understand that these were to provide neat access for the read-out cabling used when a towed fifth-wheel measuring device (and similar such ancillary test equipment) was added.

There is no doubt that this triple-Weber carbureted, 'Lightweight' rear-suspended car emerged as a most capable all-round road, race and test car. Its subsequent club racing competitiveness in the hands of Michael Salmon, Gordon Lee and Robin Sturgess into the 1960s amply confirm as much.







11a Water Lane, LEIGHTON BUZZARD

BEDS, TEL: LEIGHTON BUZZARD 2060



**C-type JAGUAR.** Ex-Works. Triple Webers, Powr-Lok diff. Low mileage since engine rebuilt by Works in 1960. B.R.G. Full history. In superb condition. Offered with a number of spares at **£695.**

**1950 HEALEY** Silverstone E-type. 900 miles since complete engine overhaul, new clutch and brake linings. Bills available. New Durabands. Full weather equipment. **£345.**

**1955 JAGUAR XK140** fixed-head coupé. Fawn with green interior. Overdrive, twin exhausts, radio, heater, luggage carrier, twin spots, etc. **£315.**

**1960 TRIUMPH TR3A.** Overdrive, Michelin "X", twin spots, washers etc. An excellent car competitively offered at **£495.**

**1958 TRIUMPH TR3.** Hard and soft-tops, heater, disc brakes, etc. **£365.**

**1954 TRIUMPH TR2.** Red. Heater, Michelin "X", TR3 grille, exceptional. **£260.**

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1948 RILEY I

tyres. Very st

1930 ROLLS

duo-grey with

1959 SUNB

washers, twi

mileage. Ex

1930 BENT

renovation.

IMME

7

Ten years after this car's 1953 Le Mans 24-Hour race success, enter Guy Griffiths and his then-teenaged car-enthusiast daughter Penny, who recalls: "I went with Dad to see the C-Type. I just thought it was *Fantastic!* He played it cool and we drove home again. But later that week he said 'I've been thinking about the C-Type. It's an awful lot of money but - yes, we'll have it' and I remember being so excited. It was our first Jaguar and I remember it coming home for the first time. Guy really didn't like the look of the cockpit, complaining it had apparently been sprayed a cheap, horrible, silver. My mother had trained as a dressmaker. She said 'Oh don't worry about that. Black Rexine. That's the stuff. I'll cover it.' And she did, and that Rexine is still in there today.

"On my 17<sup>th</sup> birthday Guy decided we'd go racing together. He would drive the C-Type while I was allowed to drive our Healey Silverstone. He entered us for a Curborough Sprint, and he was caught out by the short braking zone after the flying finish and spun it!"

Penny's future husband was Jaguar engineer Roger Woodley. They later took the 'C' to a sprint at Weston-super-Mare and then on assorted Jaguar 'Raids' to the Le Mans 24-Hours. She recalls: "One year we ran in the Rallye Georges Durand, named after the local hotelier whose place had become the Hotel Touring, in St Leonard-du-Bois. Durand had been one of the founders of the 24-Hour race, back in 1923, largely as a tourist magnet to boost his business. The Rallye was essentially a little local club celebration of Durand's great creation, running old cars around the countryside. Roger and I set off in the C-Type for about 20 minutes to the next village, where we were all encouraged to mark the occasion with the local cider. Then we drove another 20 minutes to another village - where we were offered Calvados.

7

*Motor Sport* advertisement 1963, posted by Chiltern Cars of Leighton Buzzard. Guy Griffiths negotiated a £60 discount.

8

Chipping Campden, mid-1960s. The young Penny Griffiths cleaning the C-Type. Her Mini-Cooper was acquired from Betty Haig, the prominent and prolific woman racer.

9

Prescott Hill Climb: Penny Griffiths in the family Healey Silverstone. She didn't know it then, but the handsome young man on the left casting an admiring glance is Roger Woodley, who would become her husband.

10

Weston-Super-Mare. Penny now with C-Type, and now with Roger.....

11

British historic racing. Penny listens intently, while Roger observes, as Betty Haig explains something about the Griffiths D-Type.



Another 20 minutes, another village – huge lunch-stop with wine... All the time we were being escorted by the *Gendarmerie* on their motor-cycles, but nobody seemed to turn a hair. It was rural France in the 1980s, but today all of us would have been arrested - quite rightly. Standards were just different then.

Penny's husband Roger tragically died in 1995. Her many friends in the Jaguar world were very supportive, and in 1998 she was invited by Danish Jaguarophile Ole Sommer to run the 'C' in a rally in Denmark. She set off alone, heading towards Felixstowe and the North Sea ferry: "I'd only gone about 10 miles when the engine starting to misfire, popping and banging. I stopped, rang a friend and was advised to check the fuel filters. I did, and they were full of rust particles. I cleaned them out, put it all back together, it re-started OK so off I drove. Fifty miles down the road, it happened again. Same problem. It happened every 50 miles or so.

"I still made it to the ferry, Jaguar C-Type, woman on her own, and the daylight beginning to fade. So I wound up in Denmark, and all I knew was that I had to find an address in Copenhagen. I just had a one-page map that I'd torn out of a road atlas, and an address to aim for. But I couldn't find any signs for Copenhagen. There were plenty instead for some place called 'København' but I hadn't a clue that *is* Copenhagen.

"I kept turning round and trying another way, then cleaning the filters again, all with no mobile 'phone, and after three hours I'd just had enough. I stopped by a friendly looking person and asked if they had any idea where this destination might be. And they immediately said 'Oh, how lovely to see you – what a wonderful car – yes it's just a couple of hundred metres away, follow us'. Lucky break or what? And, yes, the C-Type has generally been very kind to us for the greater part of my life. It's been part of the family for well over fifty years. Roger loved it too. It means a lot...".

The presence of body 'K 1047' on their chassis 'XKC 011' had always puzzled Penny and Roger. During the 1980s, Ted Brookes – former works-team mechanic who had been attached to *Francorchamps* in 1953-54 – told Roger he thought it had been Penny's '011' that the Belgians raced in 1954. Body-swapping was mentioned – conceivably in this case at the end of that season, so Jaguar got their car back, while updating the Belgians' genuine 1953 '047' to compensate. C-Type body swaps were nothing new. At May Silverstone 1953, Moss had rolled his works car in practice yet raced it that weekend rebodied.

This anecdotal background finally led to the 2014 Jaguar *Register* relating how: "...the body from XKC 047 was fitted to chassis XKC 011, with the body from XKC 011 finishing up on chassis number XKC 012/047".

However, within the Griffiths ownership of this C-Type, since the chassis is plainly stamped 'XKC 011' and the bodywork – with its under-lying Belgian-yellow paintwork – is plainly tagged 'K 1047', it was regarded for 52 years as a split-identity car, combining the chassis of 'XKC 011' with the body from 'XKC 047'.

The puzzle was always how could such a union have come about? Only in the past two years has it become apparent that in 1954 Jaguar Cars Ltd clandestinely substituted a works-team C-Type for Laurent's 'XKC 047' which had been entered to compete for a second time in the 24-Hour race. The works C-Type that eventually ran there was then campaigned for the rest of that season in *Ecurie Francorchamps'* proud Belgian livery. Original works team documentation survives within the Jaguar factory archive confirming that the 1954 Le Mans substitute car's true identity was 'XKC 011'. But why today should it apparently wear the bodywork of 'XKC 047' when the panelling it really wore during its works team career differed very obviously in several respects? During detailed investigation by our Bonhams team, with the support of the best-informed Jaguar authorities we could consult (as acknowledged here) the following factors were considered.





Jaguar C-Type 'XKC 011' as offered here features the Jaguar works team's ultimate 'Lightweight'-specification, 4-link rear suspension. It has two blade-section locating links up high above its live back axle, and two more below. What is more the lower links are indeed the ultimate works-spec hockey-stick shaped design.

The car also features the long, lateral Panhard rod of those ultimate-specification C-Types, securing the back axle against lateral movement. Bonhams also had the 'XKC 011' chassis stamp, which is on the correct right-front damper abutment, double-checked by specialist Dr Shaun Crofton of the metallurgy department of Imperial College, London, employing magnetic particle inspection (MPI) to detect any falsification. That stamp proved absolutely genuine, unaltered - again matching the genuine 'XKC 011'...

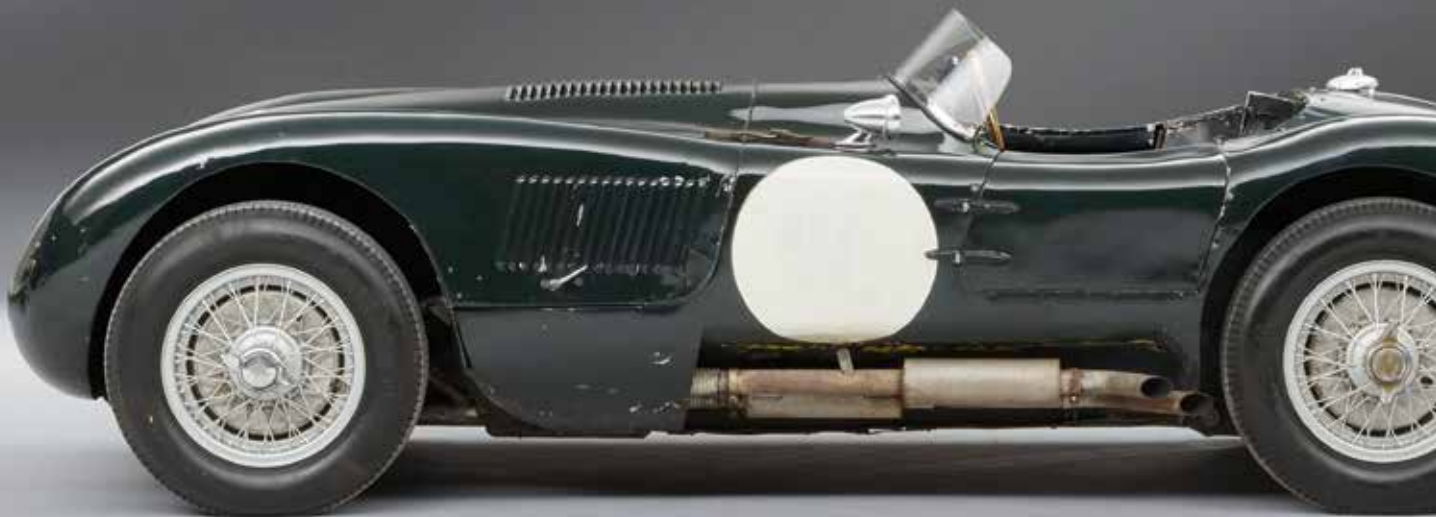
But it was noted that the stamping is not positioned on that abutment's leading-edge, like most - but not all - other C-Types. Instead a line of weld covers what would have been the usual stamp location - perhaps repairing a fatigue crack?

A search was then made for any possible 'XKC 047' stamping - to convince a 1954 Le Mans scrutineer, as the old tale maintained? After a lengthy search, over on the rear face of the left-side damper brace, very faint beneath light surface oxidation...one was indeed found, and can be clearly seen upon the car today.

It is a poorly-struck 'XKC 047', punched at the angle necessary if working under pressure with the engine installed - in which case the dynamo would obstruct a straight strike. So works mechanic Ted Brookes's old anecdote did appear to fit the belief that the chassis is indeed the works' original 'XKC 011' dating back to 1952.

However, since that car had been converted to use the latest disc brakes the chassis should also display the special features required by that contemporary system. Jaguar's latest Dunlop disc brakes had been boosted by a Plessey hydraulic pump driven off the gearbox output. That demanded a redesigned gearbox housing, picking-up on twin chassis-frame mounts instead of just one on the centreline. A disc-braked C-Type's massive front calipers - with the steering near full lock - would foul the model's normal mid-mounted front anti-roll bar. Therefore in disc-braked Jaguar C-Types the front anti-roll bar was under-slung, exposed well below the nose bodywork and requiring extra attachment brackets... In fact the gearbox in the 'XKC 011'- stamped chassis of the undeniably, totally, genuine ex-Francorchamps/Salmon/Lee/Sturgess car offered here remains completely original in its as-built 1953 form, without any Plessey-type gearbox mounts.

Instead it features the centerline 'lateral bridge-piece' mount, entirely consistent with it being the original chassis *not* of the 1952 'XKC 011' but of the 1953 'XKC 047'. The front of the chassis is also entirely original in appearance, with no sign of attachment brackets for an under-slung anti-roll bar ever having been grafted on. So, that hasty 'XKC 047' stamping was almost certainly *not* struck for the ACO's benefit in 1954. It is far more likely to have been a reference strike made at the time that the original chassis number 'XKC 047' was welded into obliteration by Jaguar, and a fresh 'XKC 011' stamp struck instead.



12  
Brighton Speed Trials on Madeira Drive,  
1963. G S Griffiths leaving the start line.

13  
Brighton Speed Trials on Madeira Drive,  
1963. G S Griffiths on full-song in the  
family C-Type.



12



13





Thus, it became plain that Jaguar Cars Ltd had rewarded the *Francorchamps* principals for their fine 1954 season with the original 'XKC 011' by leaving that car with them to sell – which they did, seemingly under the chassis identity 'XKC 047'. But in fact Jaguar had instead taken Laurent's original 1953 'XKC 047' back 'in-house' and re-stamped it here as 'XKC 011', for sale to Dunlop – who plainly used it to test their tyres and wheels, and *not* their disc brakes.

So it is that the car offered here is the purebred, perfect-identity 'XKC 047', with its 1953 Le Mans history completely intact, and as campaigned in period by those brave, charismatic, stylish Belgian racers – resistance fighter Jacques Swaters, two-wheeled Champion Roger Laurent, the aristocratic 'Mr Cool' Baron Charles de Tornaco...and the equally patrician, future quadruple-Le Mans winner for Ferrari, Olivier Gendebien.

Perhaps the Jaguar C-Type model's greatest admirer is none other than contemporary Jaguar works team star Sir Stirling Moss. Consider his words here on this confined, rarefied and exclusive group of world-class Le Mans-winning cars: "I always really rated the C-Type – for me it was a far better car than the 'D'. I reckon a properly-driven C-Type would still be faster round the Nurburgring than any 'D'. I just thought they were terrific...and wonderful in the wet, which I always liked anyway." He further explains: "Its spaceframe chassis was designed for racing, unlike the XK120's which behaved like a touring car being driven fast, quite nice and soft and comfortable, but rather floppy. The racing C-Type changed all that.

"Those 3.4-litre XK engines had nice, smooth power and made a lovely noise. But I do remember how Jaguars never had good seats. The XK120's weren't that good, and when the C-Type came along they built racing seats which weren't much better." This does not apply to the seats in 'XKC047' as offered here, which have beautifully-aged black-leather, padded-roll upholstery on plainly period plywood bases, one with 'Mark VII saloon' scrawled upon its underside.

"Of course, one great advance was Malcolm Sayer's new aerodynamic all-enveloping body, because it helped to make the C-Types fast for their time." Sir Stirling further recalled how he and his team-mates were bursting with pride when they first accompanied the gleaming new team cars to scrutineering at Le Mans: "It was the most modern, futuristic, potent-looking device...and it was British Racing Green. We really did feel as if we were showing the flag, and that counted for a lot...".

Backed-up by the Belgian boys for two consecutive years, Jaguar's C-Type programme excelled on the historic Le Mans 24-Hour circuit at *La Sarthe*. Here we offer one of the most evocative of all surviving, time-machine, works-prepared Le Mans Jaguars – and we unreservedly commend this splendid and palpably historic sports-racing artwork to the market.

**€4,000,000 - 5,000,000**



Bonhams would like to thank the following for their research, advice and expertise in relation to this Lot.

British Jaguar authority Den Carlow, motoring writer Marc Noordeloos, Jaguar enthusiast Jeremy McChesney, Chris Keith-Lucas of CKL Engineering Ltd, Gary Pearson of Pearsons Engineering, Australian Jaguar authorities Les Hughes and Terry McGrath, Andrew Tart of Andrew Tart Motor Engineering, and the author of this description, motor racing historian Doug Nye.





## L'ECURIE FRANCORCHAMPS

The enthusiastic and dynamic young racing enthusiasts behind the Brussels-based *Ecurie Francorchamps* team were Jacques Swaters, Roger Laurent, Baron Charles de Tornaco and Andre Pilette. The latter pair both had racing-driver fathers while Jacques Swaters – born in 1926 – was also from a well-to-do family. His parents having died when he was young, he was raised by his half-sister Louissette through the height of the German wartime occupation. At 16 he moved-in with his full sister Jacqueline. She and her husband Georges Marcq were very active within the Belgian resistance. Jacques followed their lead. But all three were arrested. Georges Marcq was deported in August 1944 to the *Mittelbau-Dora* concentration camp, dying there in February 1945. Jacques was tortured and forced onto a deportation train, only to escape in a resistance ambush. With Brussels liberated he saw service in an Army SAS unit. Into peacetime these young Belgians had seen more of life than most would ever want...

On his 20<sup>th</sup> birthday in 1946 Jacques Swaters inherited his quarter of his late father's fortune, later founding his own garage business in Brussels. He and his friends began motor racing in 1948, and in 1952 – notably co-funded by Baron de Tornaco – they bought a Ferrari 500 Grand Prix car, Swaters soon becoming Ferrari importer for the Benelux countries. In that car he experienced the deep satisfaction of winning the Berlin Grand Prix, upon his former tormentors' home soil.

Meanwhile, the young Baron Charles Victor Raymond André Evance de Tornaco had been seen as a promising driving talent. His father Baron Raymond had finished third at Le Mans in 1923. The young Charles began his career co-driving Swaters' Veritas-BMW in the 1949 Spa 24-Hours, and he later shone in Roger Laurent's Jaguar 'XKC 047' at Le Mans and in the Berlin-winning Grand Prix Ferrari. He really did look Mr Cool with his swept-back fair hair worn quite long, stylish clothes and of course his fast cars.

But on September 18, 1953 – within three months of his successful, race-finishing co-drive at Le Mans with Roger Laurent in 'XKC 047' – poor Baron de Tornaco ran out of luck. During pre-Modena GP testing in Italy, the young Belgian Baron overturned his Formula 2 *Francochamps* Ferrari 500 single-seater.

With neither ambulance nor medical help present, he was rushed to hospital by private car, but died on the way. He was only 26. Jacques Swaters would be haunted by the fact that he was in Belgium at the time and had to inform de Tornaco's family, an experience he could never talk about. "It was very hard to continue without him but I had to continue what we began together, and continue his legacy". And *Ecurie Francorchamps* did precisely that, with Jaguar, Lister and above all Ferrari cars, for decades to follow – making Belgian yellow a truly honoured motor racing livery.



14



14

Mission accomplished - Baron Charles de Tornaco (left) and Roger Laurent with '047' after their role in the Jaguar C-Type 1-2-4-9 finish at Le Mans, 1953.

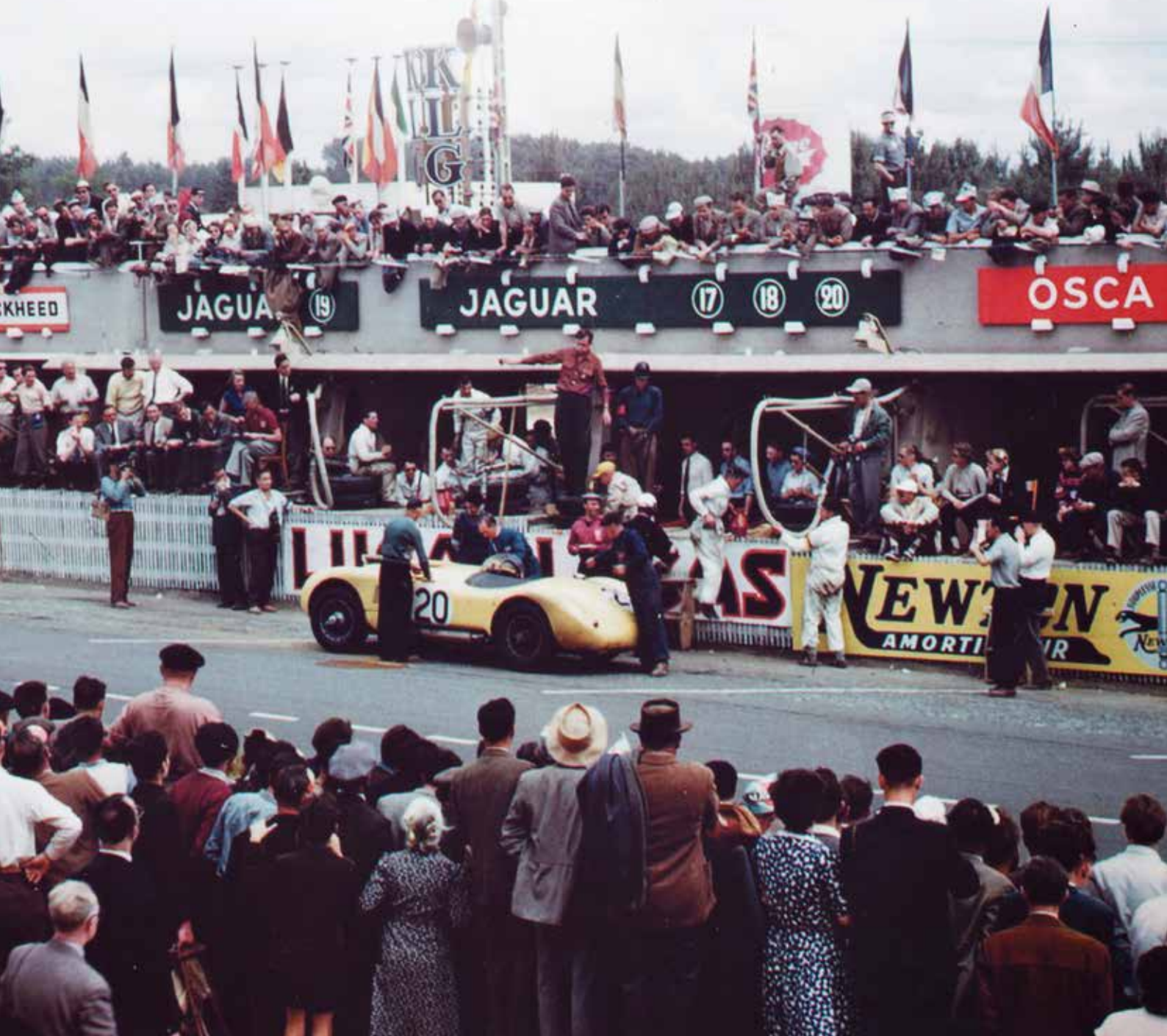
15 (main)

Belgian enthusiast Jacques Callier's wonderful panorama of the Le Mans pits during the 1953 24-Hour race - the Ecurie Francorchamps C-Type 'XKC 047' being serviced by the Jaguar works team crew who had prepared it.

15 (main)

"We have been very impressed by the Belgian efforts in the different years, for the results achieved have in many ways been just as important as the outright victories gained by the works cars."

- Extract from a lecture paper by William Heynes in 1958 to the Institution of Mechanical Engineers.





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**1940 LANCIA APRILIA 2ND SERIES CABRIOLET**

Coachwork by Stabilimenti Farina

Chassis no. 439-10853

Engine no. 17867

- *Automotive design landmark*
- *Rare cabriolet model*
- *Recently restored*
- *Registered in Italy*







One of the most gifted automobile engineers of all time, Vincenzo Lancia did not live long enough to see his final creation enter production, although the exacting parameters he set out would shape what many consider to be the true ancestor of the modern motor car. Launched in 1937, two months after his death, the Aprilia set new standards in production car design. Vincenzo Lancia had specified that this new small saloon should weigh less than 900 kilograms, be less than 4 metres in length, seat five adults in comfort, possess independent suspension, be capable of attaining 130km/h, and consume fuel at a rate of 10 litres per 100 kilometres. Faced with these challenging demands, the design team had little option but to abandon conventional thinking.

Presaging post-war developments, the Aprilia saloon broke away from the traditional 'three-box' layout and incorporated Vincenzo's specified all-independent suspension and hydraulic braking, while the unitary construction bodyshell and overhead-camshaft narrow-angle V4 engine were advances Lancia devotees had enjoyed for many years. Allowed little space to work with, Lancia's designers concentrated on packaging the drive-train as effectively as possible; the differential, brakes, suspension and wheels being assembled separately for inclusion as a single unit.

Rather than being merely a styling device, the Aprilia's streamlined shape had been determined by wind tunnel experimentation, one of the very first instances of the science of aerodynamics being applied to a production car. This meant that despite having only 1,351cc (later 1,485cc) at its disposal the Aprilia was indeed capable of 130km/h, while the advanced running gear ensured that it stopped and handled better than anything in its class. 'Mirror-image' doors and pillar-less construction ensured that for ease of passenger access the Aprilia was unrivalled.

A 2nd Series model equipped with the 1½-litre engine, this Aprilia carries cabriolet coachwork by Stabilimenti Farina of Turin, the family firm where styling maestro Battista 'Pinin' Farina learned his craft. We are advised that the car was professionally restored between 2006 and 2012, refurbishment of the coachwork being entrusted to Mabert in Villastellone near Turin, Italy, a firm that makes prototypes for master stylist Giorgetto Giugiaro. There are no invoices available. Finished in Ivory/Bordeaux with beige leather interior, this beautiful little car is offered with an Italian libretto and Certificato di Proprieta.

**€120,000 - 180,000**



116

**1968 DE TOMASO VALLELUNGA**

Coachwork by Carrozzeria Ghia

Chassis no. 807DTO126

- *The first De Tomaso production model*
- *One of circa 53 made*
- *Delivered new to Switzerland*
- *Restored to concours condition in 2004*
- *2nd in Class Villa d'Este 2004*





Alejandro De Tomaso began racing in his native Argentina in 1951 before moving to Italy to drive for Maserati and OSCA, the latter firm having been founded by the Maserati brothers after they sold up. This experience inspired him to form his own company - De Tomaso Automobili - in Modena, Italy in 1959. Racing was the order of the day to begin with, the fledgling firm building cars for Formula Junior, Formula 3, Formula 2 and Formula 1. De Tomaso's first road car - the Vellelunga - did not appear until 1965. A pretty, mid-engined coupé, the Vellelunga was built in small numbers and would contribute its short-wheelbase, backbone chassis - extensively re-engineered - to the Mangusta, the arrival of which in 1967 established De Tomaso as a serious automobile manufacturer.

Styled and constructed by Carrozzeria Fissore, the Vellelunga prototypes - an alloy-bodied spider and a couple of closed coupés - first appeared around 1963/64. Named after the Italian circuit where De Tomaso had raced with some success, the Vellelunga featured a Chapman-esque backbone chassis frame and was powered by a 1.5-litre Ford Kent four-cylinder engine.

Unusually, the latter acted as a stressed chassis member, a practice that has since become commonplace for competition cars but remains rare among passenger vehicles. De Tomaso's background as a manufacturer of racing cars was reflected in the Vellelunga's running gear, which consisted of all-round independent suspension by means of wishbones and coil springs, rack-and-pinion steering and four-wheel disc brakes.

It had been De Tomaso's hope that a major motor manufacturer would take on the project, but when no approach was forthcoming he decided to go it alone, turning production over to Carrozzeria Ghia, a company he would later acquire. The production Vellelunga featured striking glassfibre coupé bodywork - styled by Giorgetto Giugiaro - with more than a hint of Ferrari 250LM and Dino 206 about it.





Compared with the Fissore cars, there were numerous detail differences, the most obvious concerning access to the engine bay, which was by means of a glass hatch rather than the hinged rear body section of the prototypes. Although a humble pushrod unit, the Ford Kent engine was robust and tuneable, and when installed in the Vallelunga was fitted with Weber carburetors. Power (around 105bhp at maximum) was transmitted via a four-speed Hewland transaxle. An estimated 53 production Vallelungas were made during the mid/late 1960s before De Tomaso moved on to the Mangusta.

Chassis number '807DTO126' was delivered new to Switzerland on 1st May 1968, though its first owner remains unknown. On 23rd May 1981 the car was sold to Paul Feldmann of Opfikon, Zurich, passing in 1984 to Hansueli Buchi and then in 1986 to Fritz Feldmann. The Vallelunga has changed hands again in 1996 and stayed in Switzerland until 2 years ago.

Following in excess of 2,000 hours of restoration work to bring it up to concours condition, the car was shown at the Villa d'Este concours in April 2004, gaining a 2nd in class award in the 1960-1970: Open and Closed Cars 'Le Style en Liberté' category.

This beautiful De Tomaso has also been widely featured in the motoring press, appearing in *'Motor Klassik'* (June 2004 edition), *'Pantera International'* (Fall 2004 edition) and *'Auto Italia'* (December 2005 edition). Offered with some invoices, photo prints of Villa d'Este 2004 and other photos during and after its restoration. It comes with Swiss registration papers and proof that EU-taxes have been paid, this rare survivor of the De Tomaso marque's early output is almost certainly the best of its type currently available.

**€320,000 - 360,000**







**1972 PORSCHE 911S 2.4-LITRE 'OELKLAPPE' TARGA**

Chassis no. 9112310826

Engine no. 6322102

- Rare 'oelklappe' model in the most powerful and desirable version
- Delivered new to Italy
- Matching numbers, matching colours



'In these cars we see the fruits of all the development effort to produce an unmatched high performance sports car. The classic mainstream production 911 is a 2.4.' - Peter Morgan, 'Original Porsche 911'.

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356 that had secured the fledgling company's reputation as producer of some of the world's finest sporting cars. The iconic 911 would take this reputation to an even more exulted level on both the road and racetrack.

The 356's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S.

Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's sometimes wayward handling, and then in 1970 the engine underwent the first of many enlargements, to 2.2 litres, in which form it produced 180bhp on Bosch mechanical fuel injection when installed in the top-of-the-range 'S' model.

All 911 variants received the 2.4-litre (actually 2,341cc) unit for 1972, by which time the 911S featured the stronger Type 915 five-speed gearbox and 6"x15" alloy wheels as standard. Porsche had already tried a 2.4-litre engine in endurance racing, the stretch being achieved by lengthening the stroke, but the impetus for the larger unit's introduction came from the USA's ever more stringent emissions laws. Not sold in the USA, the 911S produced 190bhp, some 40 horsepower more than was on offer to American customers. The most obvious external change from the 2.2-litre models was the addition of a small chin spoiler, adopted to improve high-speed stability.





Porsche had built 1,430 2.4-litre 911S coupés by the time production switched to the 2.7-litre model for 1974. The '2.7' was the first 911 to incorporate the large impact-absorbing bumpers, disliked by many purists for whom the '2.4' is the last 'old school' 911 and therefore all the more collectible.

This original, European-specification Porsche 911S Targa has the external filler ('oelklappe') for the engine's dry-sump oil tank, which was fitted to cars built during 1972 only. Hitherto, the tank had been positioned behind the right rear wheel but for '72 it was moved forwards in order to improve weight distribution. The tank's hasty return to its original position and the filler's relocation to within the engine bay was prompted by the fact that service station attendants often mistook it for the fuel filler! It is estimated that only 989 examples were made, making the 'Oelklappe' particularly sought after by purists as 'the one to have'.

Still finished in its original colour of Jade Green, this matching-numbers car was delivered with the following options: radio fader, antenna booster, four speakers, and an engine compartment light. It was imported into the Netherlands in 1977, and from 1998 was most likely owned by a Mr Geboers. In 2006 the Porsche was sold to a Mr Bouwense, passing in 2011 via Smith Veglia, NL to Mr Jean Mikielski in Monaco.

Accompanying documentation consists of French Contrôles Techniques for the last five years; French/MC Carte Grise; and circa 35 invoices dating from 1998 to 2015 for service/repairs either from Porsche or independent specialists. The car also comes with an original instruction manual (in German).

**€150,000 - 200,000**



118\*

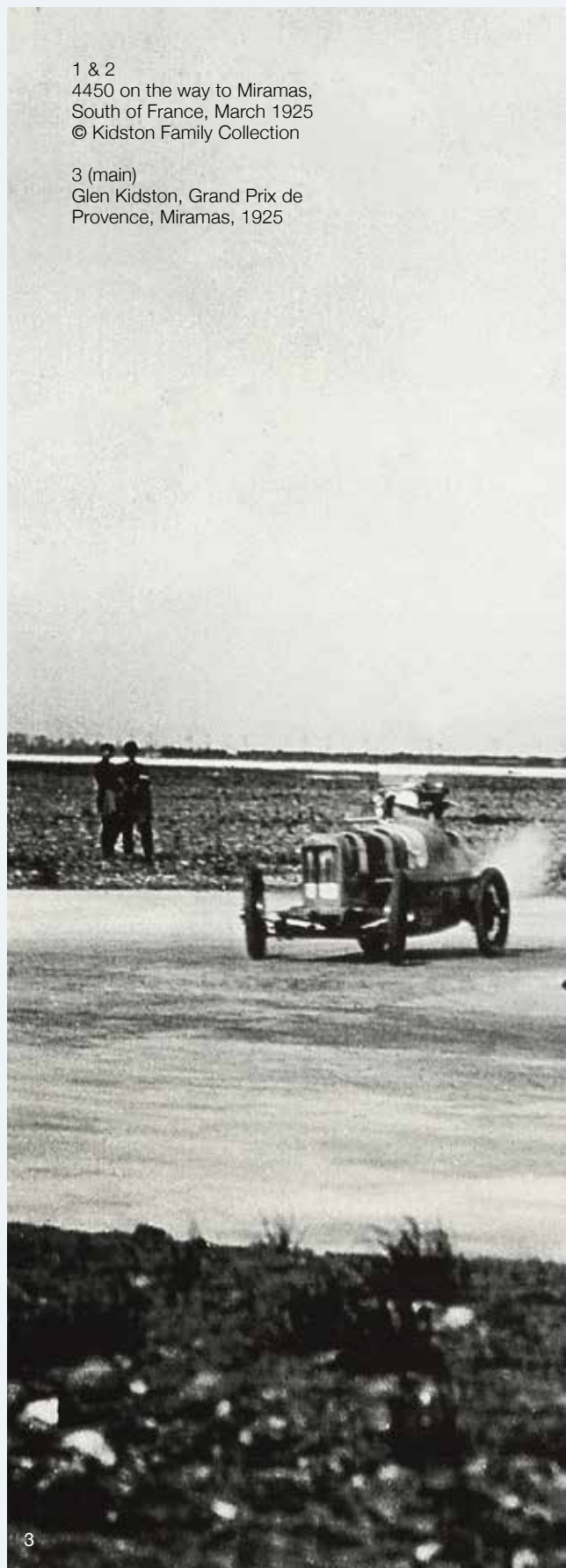
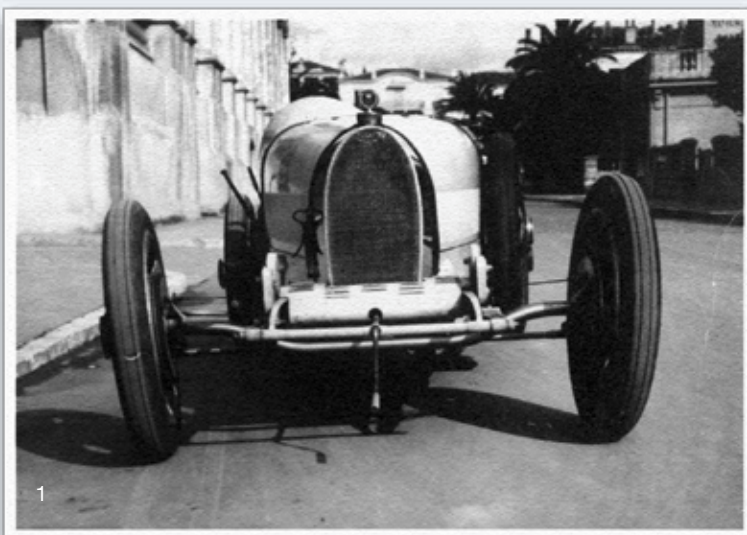
*The ex-Glen Kidston, George Duller, Vivian Selby, Lyndon Duckett, Ex-Miramas Autodrome, ex-Brooklands Motor Course, ex-Shelsley Walsh, ex-Southport Sands, ex-Rob Roy Hill-climb, etc*

### **1925 BUGATTI TYPE 35 GRAND PRIX TWO-SEATER**

Chassis no. 4450

Engine no. 75C

- *Current Bugatti connoisseur ownership since 1964*
- *Ultra-rare early example of Ettore Bugatti's most successful design*
- *Famous and successful competition car throughout it's life*
- *Eligible for Monaco Historique, Mille Miglia, Le Mans Classic etc*



1 & 2

4450 on the way to Miramas,  
South of France, March 1925  
© Kidston Family Collection

3 (main)

Glen Kidston, Grand Prix de  
Provence, Miramas, 1925

Some of the world's most evocative Grand Prix cars are those originally manufactured during the 1920s, not necessarily for racing team use but primarily for sale to private customers, providing them with the equipment necessary to take the plunge – and to go motor racing upon their own account potentially at the very highest level.

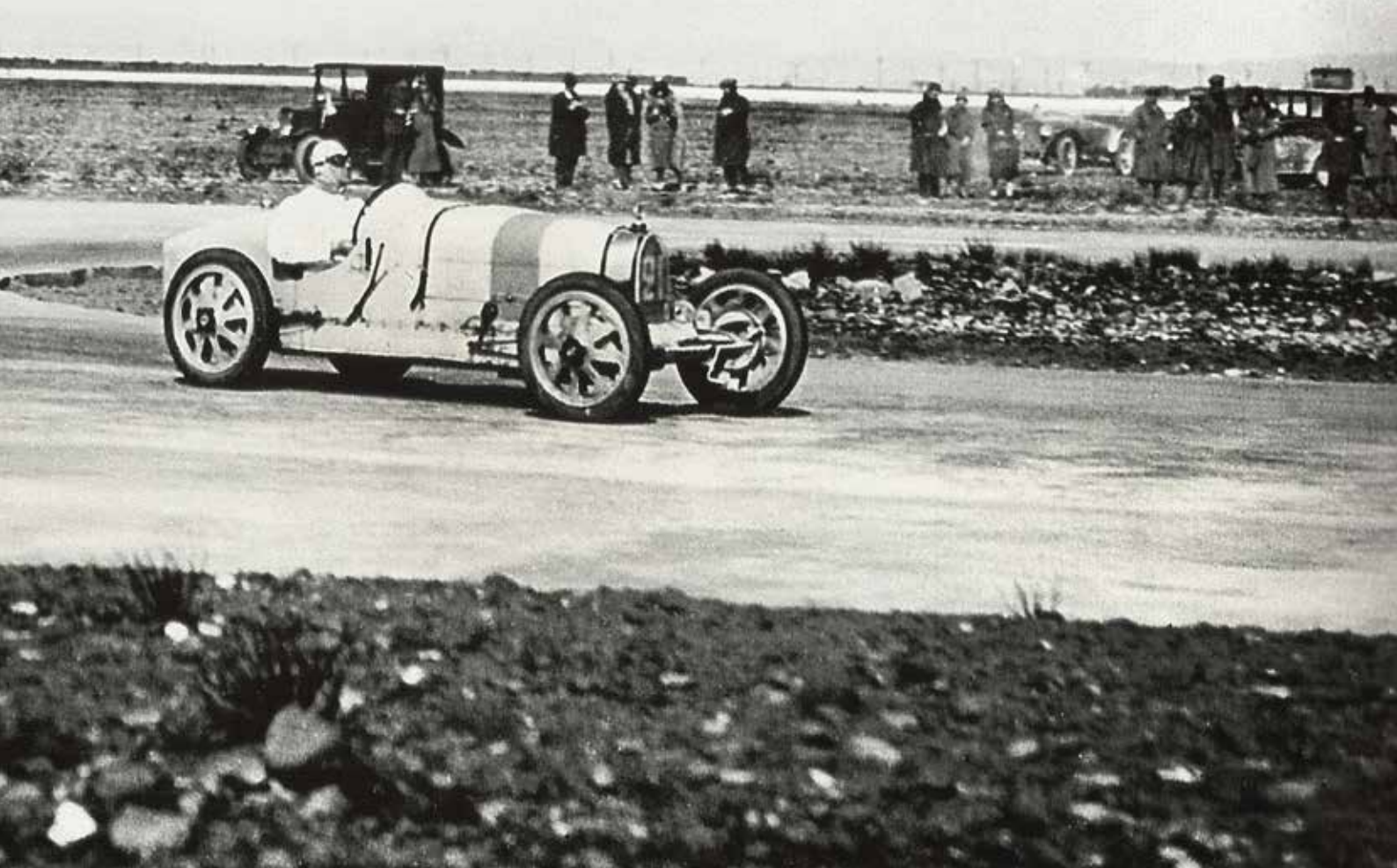
Of course it was the marque Bugatti from Molsheim, Alsace, which most prominently provided that service, and most notably with its magnificent family of compact, light and powerful straight-8 engined Bugatti Type 35s. This much loved, neat and nimble design was introduced at the Grand Prix de l'ACF in 1924, and manufactured in a series of subsequent variants for customer sale.

Bugatti Type 35 chassis No '4450' offered here was the nineteenth such Grand Prix Bugatti to be manufactured, as reflected by its chassis frame number '19'. The order for the car was numbered '21'. Its construction was completed in January 1925 and it was entered into the factory production book with the annotation: "o.d.f. (ordre de fabrication) 10.1.25". These early cars are known as the 'Type Lyon' and they differed in detail from later Type 35s. As delivered, they lacked a rear-view mirror and an engine driven air pump for the fuel tank. Since a riding mechanic was still mandatory for Grand Prix racing, his duties included maintaining fuel pressure while also acting as the driver's lookout to spot any imminent overtake from behind. On the dashboard the gauges, including the revolution counter, were mounted with screws through the front of the bezels.

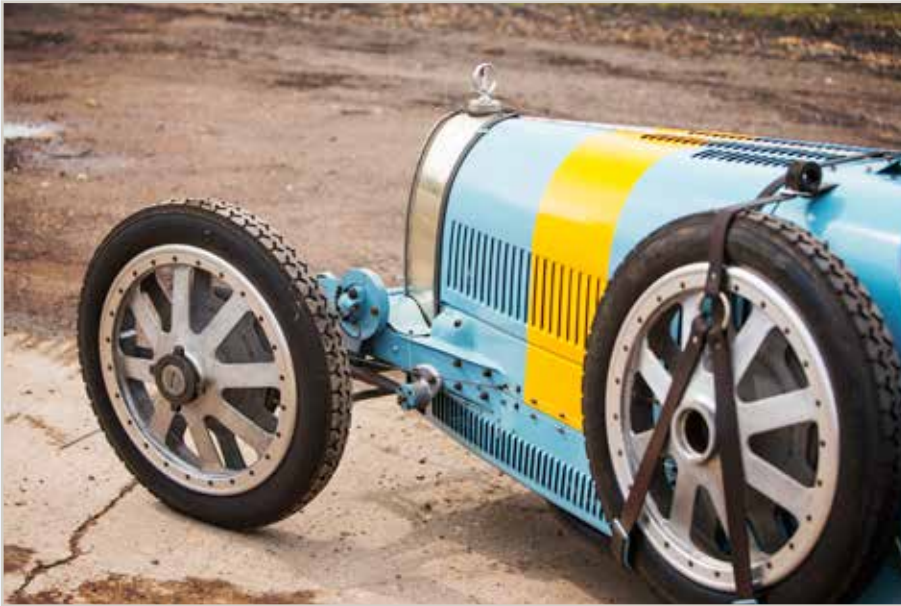
The new car was delivered new via Jarrott & Letts (London) Limited to former Brescia Bugatti owner Lieutenant-Commander Glen Kidston, RN. It seems that he collected it from the Molsheim factory, where it had been French-registered on February 14, 1925, with the temporary number '1768VW5'. This was granted for ten days only, which enabled Glen Kidston to drive his new acquisition home to London, where the car was UK road registered 'XW9557'. Lt Kidston promptly returned to France with the car and drove it down to Marseilles where he achieved a fifth-place finish in the 1925 Grand Prix de Provence at Miramas Autodrome, also finishing second overall in the 2-litre class, sandwiched between the sister Bugattis of class winner Vidal and third placeman Cozette.

Photographs taken on Lt Kidston's journey south show that the car, like preceding Type 35s, lacked retaining clips for the forward bonnet strap. This omission allowed the strap to slide forwards onto the radiator. While in Provence the car was garaged at Ernest Friderich's celebrated Bugatti dealership in Nice. While there, front bonnet-strap clips were added, together with bonnet-lifting handles. The clips used were actually Brescia electrical wiring clips which remain on the car to this day. The bonnet lifts serve to identify the car in early photographs. In accordance with the regulations, the bonnet had a yellow band painted on it to identify it as belonging to the GP de Provence 2-litre class. The car proudly wears a similar band today.

At Easter 1925, Lt Kidston ran the car at Brooklands. His was the second GP Bugatti to appear in England and the first Bugatti Type 35 to compete at the legendary Weybridge Motor Course. In consequence it attracted considerable interest. In the Private Competitors' Handicap race Lt Kidston finished third with a fastest lap of 103.97mph and later that day won the 90mph Short Handicap race after lapping at 104.63mph.









The Whitsun Brooklands Meeting saw the dashing and bold Naval officer unplaced in one race despite lapping the bumpy Outer Circuit bankings at 109.46mph but in the Hundred Miles per Hour Short Handicap race he finished second, lapping at 110.68. An account of Kidston's driving explains that he "...was in his first season of motor sport, and tended to favour win-or-bust tactics". In a lurid but undeniably spectacular ascent of Shelsley Walsh Hillclimb, Glen Kidston's "...lovely blue Bugatti clouted the bank by the Kennel Bend and then went into an almost broadside skid on the first corner of the Esses, showering grit and loose stones over spectators in the members' enclosure....".

Following further race appearances at Brooklands in June and August 1925, Lt Kidston's short and spectacular racing career was put on pause as he announced his engagement to "the bewitchingly beautiful" Nancy Soames, undertaking to give up motor racing. Or, as '*Motor Sport*' put it, the gallant officer "...sacrificed his Bugatti before the altar of Hymen". This undertaking lasted until 1929 when he re-entered the sphere, this time as a successful Bentley works team driver.

Meanwhile, George Duller, equally successful as racing driver and horse racing jockey, took over '4450', achieving a fastest lap of 111.17 mph during the Autumn Brooklands meeting in mid-September. In the subsequent 'Summer 1927 Sporting Life 100 Mile Handicap', Duller both finished second and set a new Brooklands Class E 100-mile record at an average of 109.52mph from a standing start; impressive for a 2½-year-old 2 litre car.

By that time, the car had been fitted with black-painted wire wheels, small brake drums and hefty knock-on hub nuts – all of which were still on the car when purchased by the current vendor. One suspects that the reason why many GP Bugattis raced at Brooklands had their standard cast-aluminium wheels replaced by more conventional wire wheels is that the cast-type were cracking due to the high-speed pounding meted out by the frost-heaved, much-patched and bumpy concrete of the Outer Circuit.

The car subsequently disappeared from the public eye through 1928 before its reappearance at Brooklands in 1929, driven by new owner Vivian Selby – a cheerfully amateur racing enthusiast who would in the 1950s become team manager of the Bristol Aeroplane Company's long-distance sports car team, campaigning its wonderfully aerodyne 450 model Coupes and roadsters. It would appear that in its initial Brooklands outings with Selby the car was not at all au point, for its new owner retired it from his first race that day in the 90 Short Handicap, then lapping at a meager 88.15mph in the 90 Long Handicap.

During the subsequent 1930 March Brooklands Meeting the car lapped again at 81.91mph but despite lapping at a much more respectable 100.82mph in the later Long Handicap it remained unplaced.. Selby subsequently achieved a couple of third places with '4450' in minor Brooklands races and lapped on two occasions at 100.01mph.

His 1931 season with the car began well at the Weybridge track as he took two first places in the March Meeting there and a first and second at Easter. In the Easter Meeting's Lightning Short race he wound up the car – and perhaps himself – to record a 109.2mph lap of the Outer Circuit...at last back upon Glen Kidston pace...

In his ownership the Bugatti was painted blue with black wheels, and away from Brooklands Vivian Selby achieved rather more significant success with it racing on the sandy tide-washed beach at Southport in Lancashire. As many as 50,000 spectators would line the sand dunes backing the strand there to watch racing in 1930 when they saw Selby win in the Bugatti now offered here by fully two minutes from 'Scrap' Thistlethwayte's gigantic Mercedes-Benz.





On Southport Sands in 1931 Selby finished second to Jack Bartlett's Grand Prix Salmson in the Southport One Hundred Miles. Tom O'Hara was the mechanic who cared for '4450', during part of Vivian Selby's lengthy ownership. Forty years later Tom O'Hara recalled:

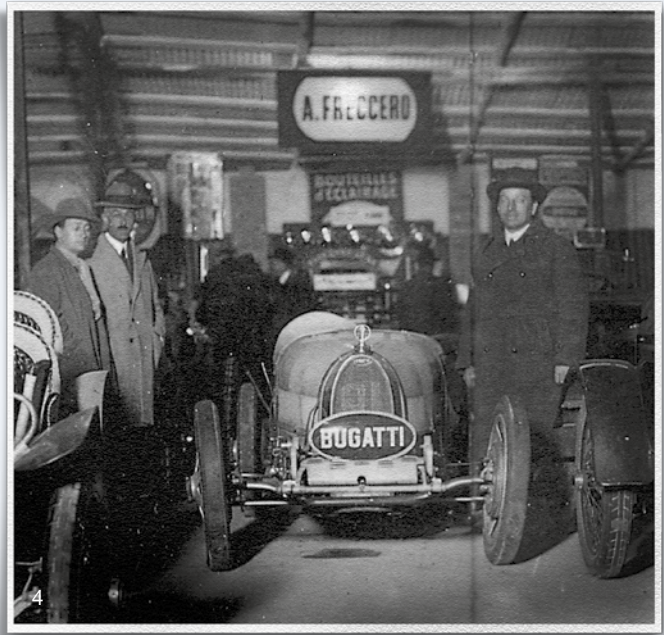
"In 1935 I was employed by the H.W. Papworth Stable at Filmer Road, Fulham, as mechanic for the season. At that time there were a number of cars under roof and the stable had a good name together with more than its fair share of race successes...

"The Vivian Selby two-litre lay in a corner of the shop rather neglected until Selby decided to run in the 50-mile race at Birkdale, the Southport Motor Club's first meeting of the season. Selby and the Type 35 had won every race, 25 - 50 - 75 - 100 miles the previous season. With a minimum of preparation and against advice the car was loaded on the transport and driven to Southport. Vivian met me at the hotel about midnight and a meeting was arranged for 5.00am at the circuit.

"The car was warmed up and after usual checks and a change to hard plugs, away went Selby for a few practice laps. Running very well and more than satisfied with the practice, he came in satisfied that we should bring home the gold later in the day.

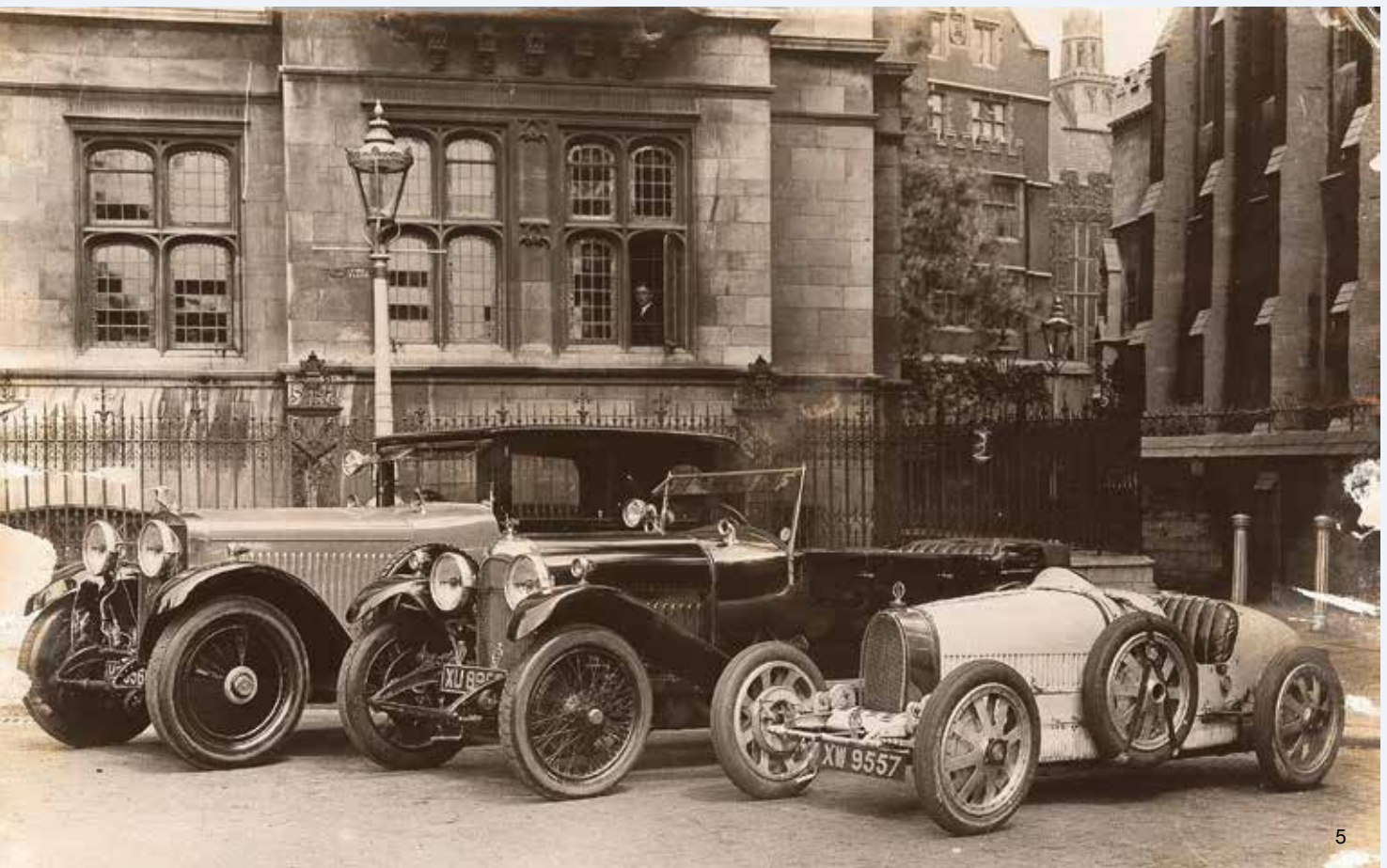
"About 8.00am the Club Secretary turned up and Selby said to him, 'Come along and try out the course', and off they went for a couple of laps. The comments on return were 'that the sand was drying the south bend was a bit loose' and so we all went to breakfast.

"Back to the course to carry out my pre-race checks, a clean set of plugs and then the off. All went well for about thirty miles and a slow car limped in, the motor had more than over-revved in the loose sand, an exhaust valve dropped to be punched through the cylinder block and out through the exhaust manifold, so it was back to Fulham for repairs.



4  
4450 displayed in Friderich's Bugatti dealership in Nice whilst competing at Miramas, 1925

5  
Glen Kidston's magnificent fleet posed outside the London home of Lady Astor, 2 Temple Place, with 4450 at the forefront  
© Kidston Family Collection



5



## Lieutenant-Commander Glen Kidston (1899 -1931)

Bugatti Type 35 chassis '4450's first owner is perhaps best described as an absolutely archetypal dashing British hero figure of the early 20th Century. Apparently fearless, multi-talented, athletic and capable, George Pearson Glen Kidston was born on 23 January 1899. He is perhaps best remembered today as one of the most dashing members of the so-called 'Bentley Boys' fraternity of gentleman racing drivers of the late 1920s-1930 - and as Bentley Motors Ltd's Le Mans winning co-driver in the 1930 24-Hour race.

He came from a wealthy family background, his father, A.G. Kidston being a grandson of a previous A.G. Kidston who was a Scottish metal and machinery merchant in Glasgow, with interests in the Clyde Shipping Company, in local solicitors and accountants and with banking interests which became the Clydesdale Bank.

Glen Kidston had entered the Royal Navy in his teens, as a Dartmouth officer cadet. His career during the First World War began dramatically as he survived the horrific sinkings of three elderly RN cruisers - HMS Aboukir, HMS Cressy and HMS Hogue - each torpedoed in sequence on September 22, 1914, by the German submarine U9 - the latter pair after coming to the assistance of survivors of the first of these subsequently named 'live bait squadron' to have been hit.

He was later posted to serve in the battleship HMS Orion, which was with the British Grand Fleet at the Battle of Jutland, when he ran gunnery orders on open decks under direct enemy fire. Kidston grasped submarine tactics and served on several leading-edge British submarines, including the notorious 3,100-ton X1 in North Sea trials, when it became embedded in the seabed due to faulty depth-

gauging and was only freed after considerable drama. In December 1926 he would be awarded command of the small HM submarine H24, and completed his Naval service with the rank of Lieutenant-Commander.

Glen Kidston gloried in speed sports and competition of all kinds. He drove in the Monte Carlo Rally, rode motor-cycles in the Isle of Man TT races, and as a naval amateur rode a Sunbeam motorcycle in a hill-climb in Hong Kong - somehow finding stowage space for the bike in his China Station submarine.

On November 6, 1929, he was a passenger on a flight in a Lufthansa Junkers G24 airliner from Croydon to Amsterdam, in poor weather. The pilot became disorientated in thick fog and the aircraft crashed into trees at Marden Park, Godstone, Surrey, bursting into flames. Six of the seven occupants were killed, but Glen Kidston escaped, smothering his burning clothing by rolling in the grass, and sustaining only minor injuries. After pulling other passengers from the wreck he forced his way through a mile of dense woodland and flagged down a passing motorist to summon help.

Kidston was also a renowned big game shot and travelled on pioneering safaris. He was an enthusiastic aviator, and in April 1931, completed a record breaking flight from England to Cape Town, South Africa, in just 6½ days, flying his own specially adapted Lockheed Vega monoplane. On May 5, 1931, over the Drakensberg Mountains, the borrowed De Havilland Puss Moth in which he was flying broke up in mid-air while flying through a dust storm - and he was killed. A remarkable man indeed.





"I prepared in more than a hurry for the second meeting of the season and as a result of inadequate repairs, the car again did not finish. After repairing the motor a second time we went to Brooklands for more extensive trials and tuning, the car was got into fair condition and raced at a weekend meeting.

"As with most cars at that time having been timed at or near best speed, a good run was not enough and the handicapper always won.

"The car raced again that season, Selby having loaned it to a friend, it ran well but with no success, if I remember rightly, lapping about 104 to 106mph. I left the Papworth Stage not so long after, and it was the last I heard of the car for some time

"In 1937 after the International Trophy at Brooklands we went along to 'The Ship' at Weybridge for a bit of a party and whilst the race of the day was again being won or lost through a haze of Best Bitter, who should show up but Vivian Selby. His first words to me were 'And what crowd are you with now?' This led to me asking 'What are you running?'. He said 'Nothing, can't compete with blokes with ERAs, Maseratis and things like that; above my class. I have sold the Type 35 to a bloke in South Africa. It should give them some fun out there...".

In fact Vivian Selby's buyer for the Bugatti would appear instead to have been from Australia, a teenaged enthusiast named Lyndon Duckett. He was in England seeking a twin-cam Grand Prix Bugatti, and he had found '4450' standing at Papworth's with its engine removed and standing separately alongside. He returned to Papworth's after an abortive trip to the Bugatti factory at Molsheim, Alsace – seeking a twin-cam engine he had been

advised they had one available, only to find upon arrival that they could offer only a single-cam unit, which he declined. Back in London he finally bought this Type 35's chassis into which he intended to install a new Anzani R1 engine acquired from the manufacturer's factory at Kingston-upon-Thames, just to the south-west of central London. The Bugatti engine was left behind at Papworth's and would subsequently find a home in Kenneth Eckersley's Bugatti Type 35 – chassis '4744'.

At this point Bugatti Type 35 chassis '4450' was poised to provide the basis of one of Australian motor sport's most enduring and popular great racing specials – the Anzani Bugatti – better known to more than one generation of Australian enthusiast as 'The Anz'...

We believe that only some 12-15 Anzani R1 engines were manufactured, powering – for example – the very rare Squire sports cars. Lyndon Duckett's unit acquired for Bugatti Type 35 chassis '4450' is recorded as having been serial 'R1-62' which was the last such power unit to leave the Kingston factory. These engines were never fully developed by their original manufacturer, and Duckett endured some pain with it before finally re-building the unit towards the end of World War 2, after which it reportedly proved "amazingly reliable".

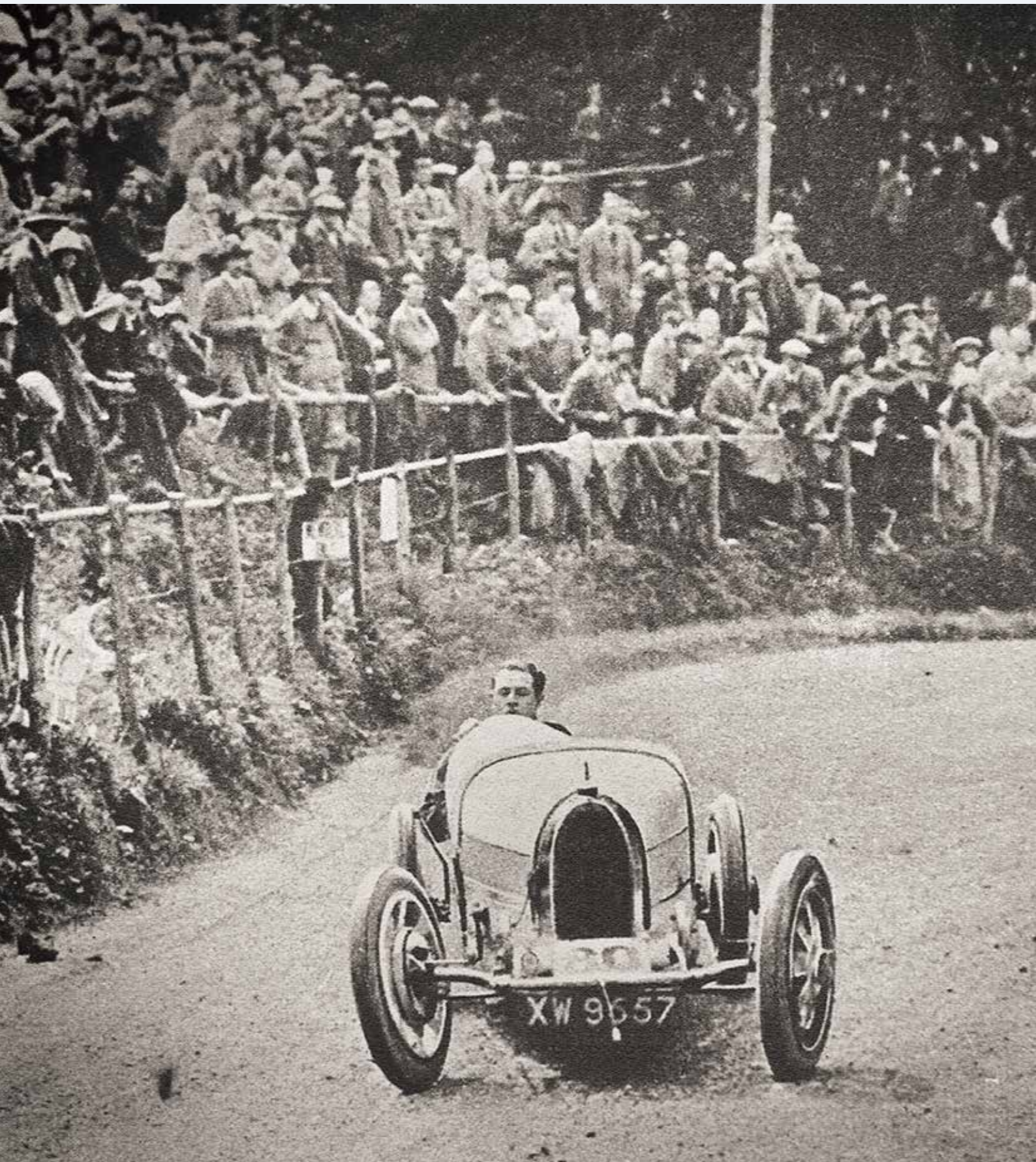
Lyndon Duckett initially had the engine mated to the Bugatti chassis in England, by Pacey's of London, but upon his return to Australia he found the work unsatisfactory and had it re-mounted in Melbourne, Victoria. He also had a new body with attractive round-tailed profile made for the car by the Cardigan Motor Body Works of Carlton, a Melbourne suburb, this was presumably due to the punitive import duty on foreign coachwork at this stage in force in Australia.













6 (main), 7 & 8

Consistency pays? Every surviving shot of 4450 in Kidston's hands at Shelsley Walsh in 1925, seems to show the car luridly sideways.



During the following ten years Lyndon Duckett used the Anzani Bugatti extensively in Australian motor sporting events. One early success was fastest time of the day in a vintage sprint held at 'Killara' – the extensive property owned at the time by Lex Davison and his wife Diana – on March 17, 1946.

The journal *'Australian Motor Sport'* reported: "In the second run Lyndon Duckett seemed to be going much faster until the clutch slipped in third gear, causing the engine to over-rev, this in turn caused valve bounce, net result – four bent valves and broken valve guides...".

During that year Mr Duckett was the inaugural winner of the Vintage Sports Car Club of Australia (Victoria)'s Vickery Trophy, its premier award, for "... total points of 24, gained over six events held during the year, (including) two quarter-mile acceleration tests, three reliability trials and one Hillclimb. In those events he made fastest time of the day in each of the quarter-mile sprints and the hill climb, and also won the Kinglake Trial run in August. ..his Anzani Bugatti was a regular and consistent performer".

The car also set FTD in the 1½-litre racing car class at the Rob Roy Hillclimb, and FTD in quarter-mile acceleration tests at Marsden Park Airstrip in New South Wales.

Lyndon Duckett and the Anzani Bugatti subsequently became a regular star of the Rob Roy Hillclimb Vintage class. He also took 'The Anz' to Bathurst for the Mount Panorama circuit races, but after being timed at over 90mph through a quarter-mile speed trap during practice he was unhappy with being re-handicapped (as he saw it punitively so), and withdrew.





The Anzani Bugatti was described at length in a dedicated feature story published in the *'Australian Motor Sport'* issue of February 15, 1949. It concluded: "The appeal of the 'Anz' seems to lie chiefly in two things; first the fact that everything on it is strictly functional – there doesn't seem to be one superfluous bit of equipment – and second its always immaculate appearance in every detail. The body and chassis are finished in gleaming black, relieved by the chromium plate of the axles and running gear, and inside the bonnet and cockpit everything is either polished, plated or enameled. You get the feeling you could conduct a major overhaul without rolling up the sleeves of a white shirt..."

Eventually, in 1962, the car was sold to Richard Manton, but he – tragically – lost his life soon after, on his 21st birthday, when he crashed in an E-Type Jaguar. 'The Anz' then passed to a friend, Bob Lemon, of Toorak, before being acquired by the current vendor (for many years the recognized authority on Bugatti cars in the Southern Hemisphere) – for £500 – on the 18th July, 1964. He has not only retained '4450' over the intervening 52 years since then, but he also raced, sprinted, Hillclimbed and rallied it extensively before more recently restoring it painstakingly to its original Bugatti Type 35 engine configuration.

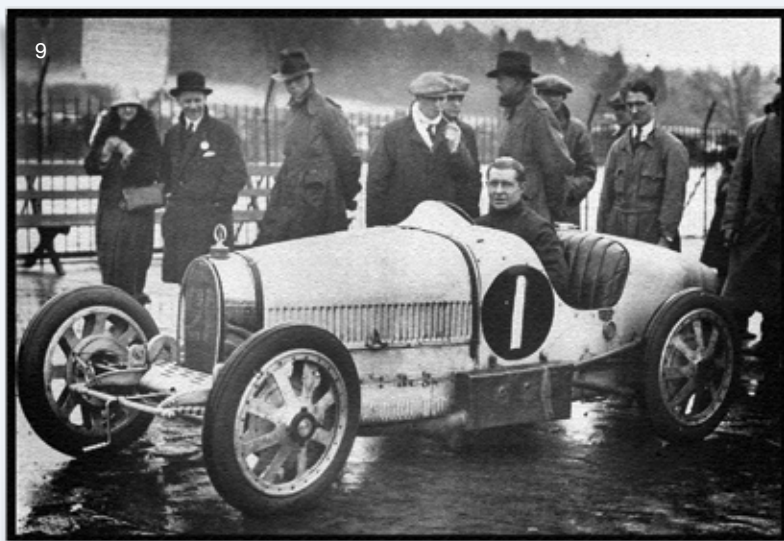
Writing of the car in recent years he has recalled how, on the way home after purchasing it: "...the car was found to lack brakes owing to stretched brake cables. That afternoon the cables were shortened by the simple expedient of wrapping them around a bolt and clamping them with a nut (Scrutineers were more tolerant in those days). The next day the car competed in lap dashes at Calder Raceway and was second fastest on aggregate time to Laurie Rofe's Type 37A Bugatti...

"The writer has enjoyed numerous events in this car... It has been rallied, raced, sprinted and Hillclimbed, and has not only been very successful, but has also been very reliable. In 1991 at the Geelong Speed Trials the car covered 420 yards in 16.8 seconds..."

"Few cars have had such a long and successful racing history..."

In more recent years the decision was taken to convert the car back to original Glen Kidston/George Duller specification – prompted in part by the long-term owner having accumulated much of a matching Type 35 engine. The restoration work commenced on December 29, 2006 and the complete restored and re-assembled car was re-started for the first time on January 24, 2008.

Original components retained in this process comprised the chassis, including all cross-members, dampers and all leather parts, the front end including the hollow axle, steering, steering box, steering arms etc, brakes including the shoes and front back plates, clutch pedal and clutch shaft, gearbox, gear-lever and handbrake lever, tail-shaft, back-axle, springs, dashboard structure and dashboard, radiator, top of bonnet panelling, fuel cap and manual air-pump.

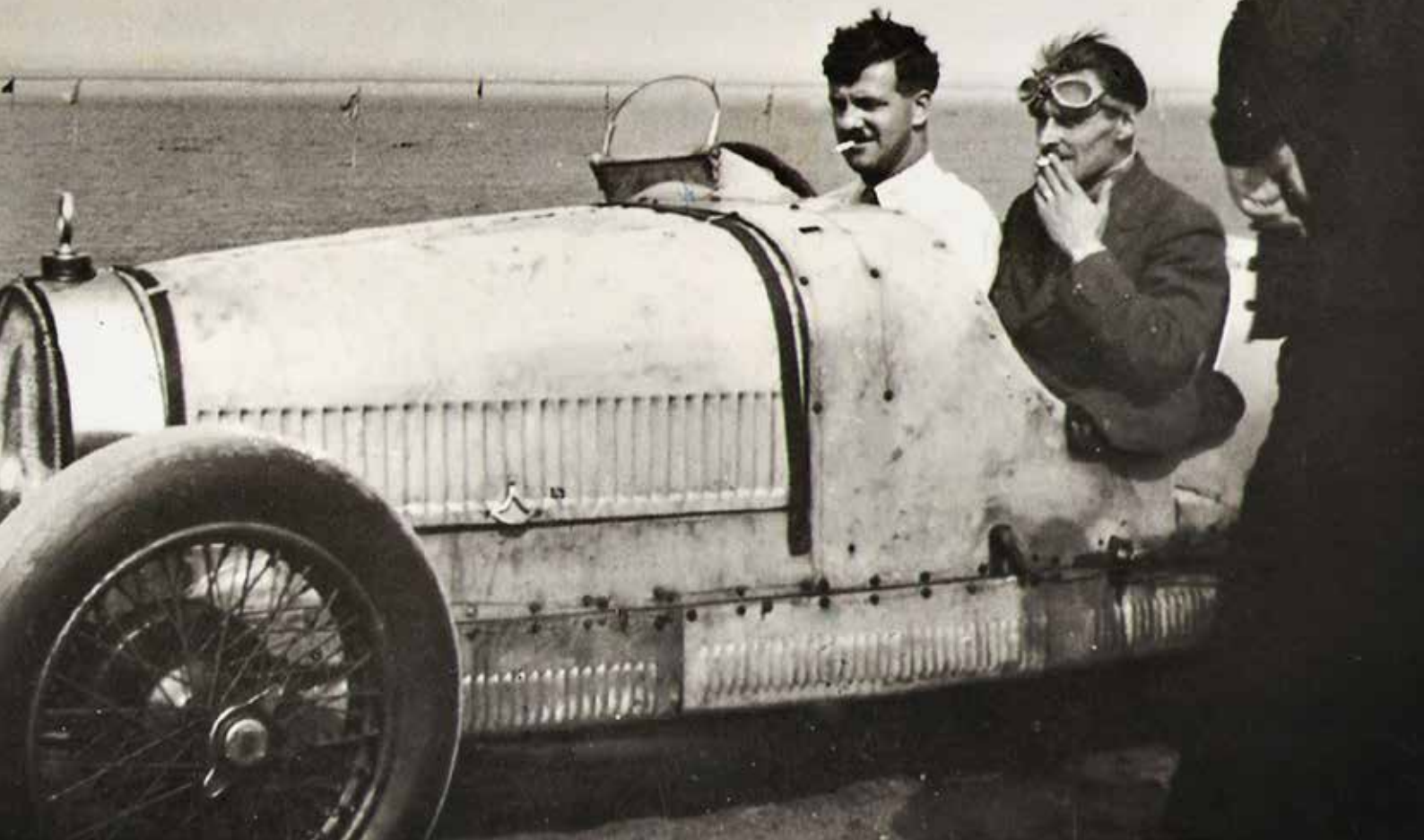
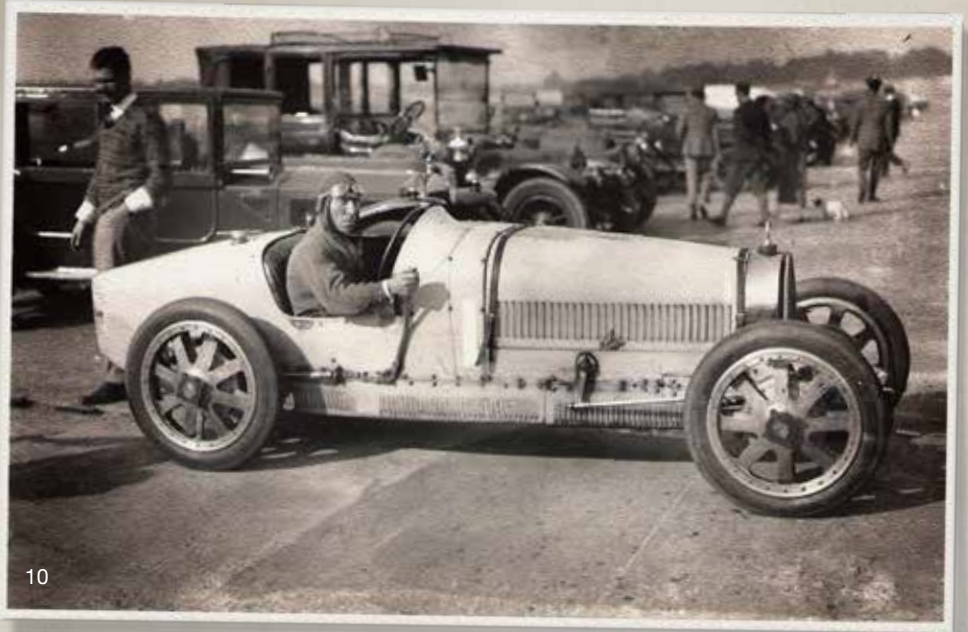


9  
The first appearance of a Grand Prix Bugatti at Brooklands, Glen Kidston, Easter Meeting 1925

10  
Famed Brooklands racer George Duller in 4450, Essex Motor Club Brooklands Meeting, October 1927

11 (main)  
Vivian Selby behind the wheel, Southport Sand Races, 1935

11





Molsheim-made components used in the restoration include a 35C sump numbered '75', new old-stock water pump, water pump support, No '28', oil filter, base No '75' to match sump, cam-box and camshaft, cam-box lid, an ex-Type 30 clutch (the same as the GP type), flywheel No '7', oil pump, oil galleries and pipes, step-up gearbox and much of the magneto drive and advance/retard mechanism. Further Molsheim parts used include the exhaust headers, oil breathers and water rails, various cover plates and sump accessories, crankcase, bonnet-strap sprung buckle assemblies, the front dashboard panel and ex-Type 37A instruments except for the special early-Type 35 rev counter.

New components used in the restoration comprise the body – apart from the original bonnet-top – beaded-edge Crosthwaite & Gardiner wheels and straight-sided by Rudi Kreyer of Germany – crankcase by Crosthwaite & Gardiner, and cylinder blocks by Dutton in England. Parts sourced in Australia include rotating and reciprocating engine internals. All valve-gear and the oil transfer pump was provided new from the Bugatti Owners' Club, while the fuel tank is also new-made but incorporating original fittings.

Bugatti Type 35 chassis '4450' finally re-emerged proudly wearing the yellow class-category band on its bonnet that it had worn 63 years earlier upon its successful racing debut in Lt Glen Kidston's hands at Miramas Autodrome. Virtually throughout its Australian life, both as 'The Anz' and in its present fully-restored Bugatti-engined form, '4450' has continued to be raced and rallied while also being used for some epic touring. It has throughout proved utterly reliable. In 2008 it completed a lap of Tasmania; this was a prelude for an East to West crossing of Australia across the notorious Nullarbor Plain – a total trip of 4,400 trouble-free kilometres as related in 'Bugantics', Vol. 71, No.4, Winter 2008.

In 2014 an intrepid English couple, Bugattistes Mike Preston and Louise Treutlein embarked upon an even more daunting journey in the car, from Melbourne to Queensland and back, which again proved to be a trouble free 6,400kms, during which the fuel consumption averaged 24.3mpg. ('Bugantics', Vol. 77, No.2, Summer 2014).

In 2014 – recognizing the distances covered – '4450' benefited from a mechanical overhaul. New pistons and rings were fitted, the cylinder bores were honed and valves ground-in. In addition a new crown-wheel and pinion were fitted together with a new Dutton dry clutch. Examination of the crankshaft showed it required no attention.

Since that overhaul, the car has had less use, while still providing enjoyable motoring for the President of the Bugatti Club New Zealand on the biennial 2014 Great Australian Bugatti Rally. It has also been a regular winner of its class at the VSCC (Victoria) Rob Roy Hillclimb.

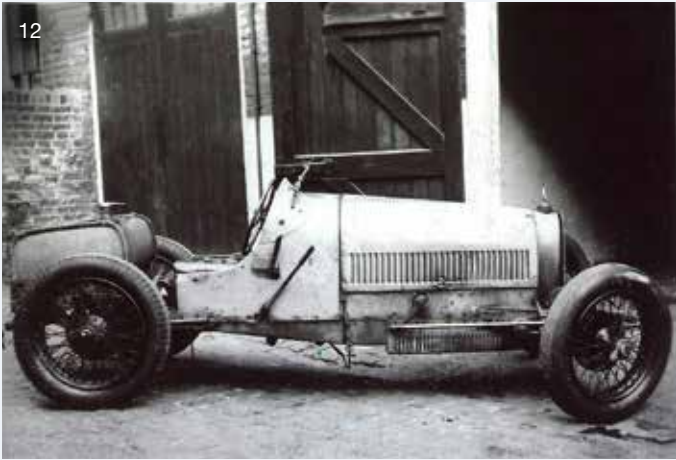
In every way this most remarkably well used, much-campaigned, thoroughly well-maintained and handsomely restored Bugatti Type 35 has a most impressive history. The ex-Glen Kidston, George Duller, Vivian Selby '4450' is plainly an immensely useable, enormously eligible, Vintage Grand Prix car of proven long-distance touring and rally capability in addition to its on-track speed-event potential, and we recommend it to the market as being worthy of the closest possible consideration. Offered with Australian registration document, CAMS and FIVA papers. Please note this lot will be subject to the reduced import tax of 5.5% on the hammer price should it remain in the EU.

Should the vehicle remain in the EU, local import taxes of 5.5% will be applied to the hammer price.

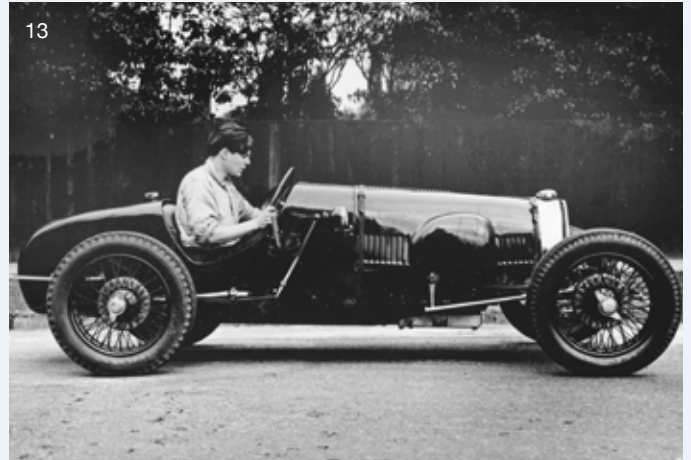
**€1,000,000 - 1,500,000**



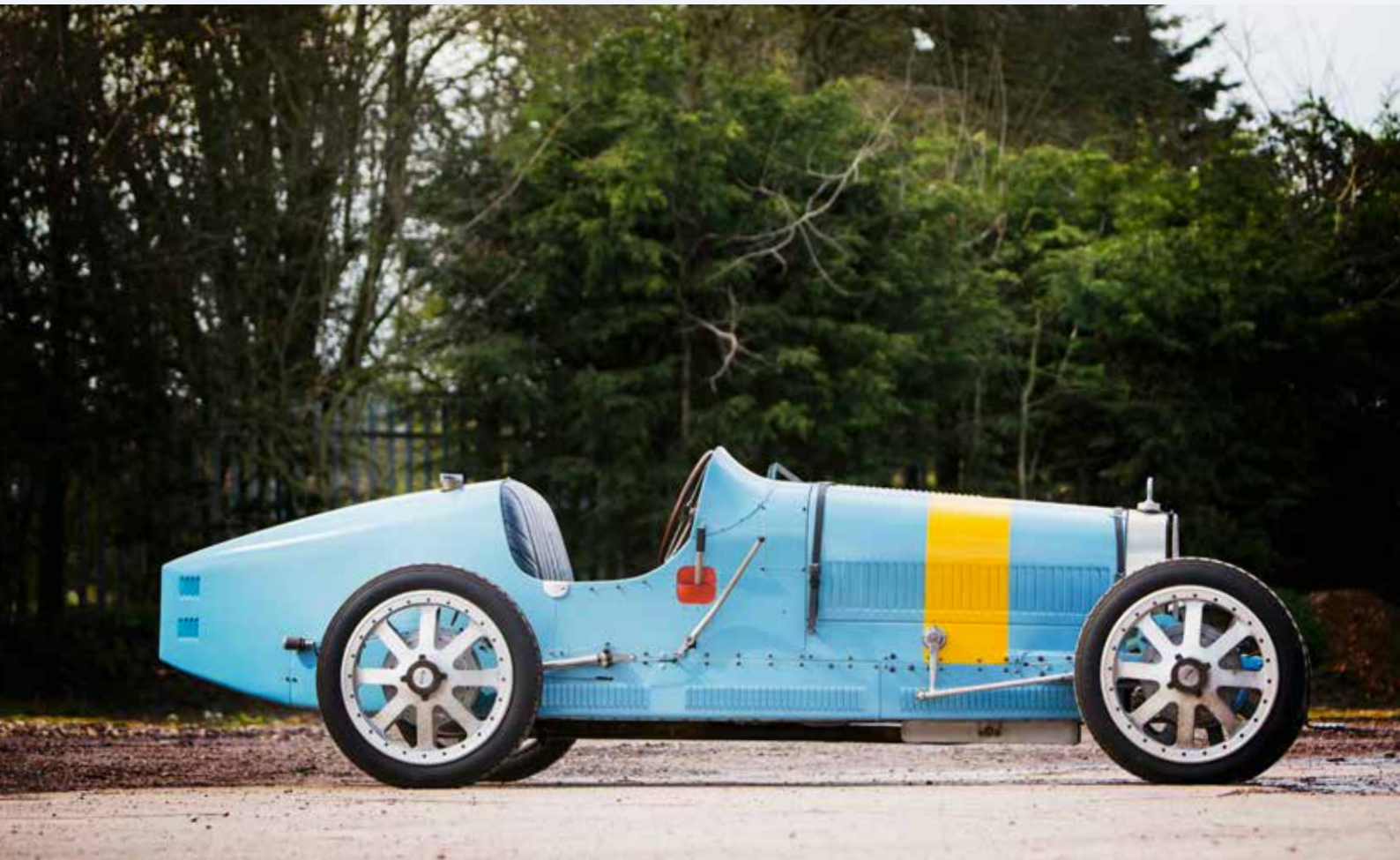




12  
4450 as purchased by Lyndon Duckett from Selby, London,  
circa 1938. © Earl Davey-Milne



13  
Lyndon Duckett behind the wheel of 4450, now Anzani engined but  
otherwise still essentially as it left Molsheim





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**1929 ALFA ROMEO 6C 1750 SUPER SPORT  
SUPERCHARGED SPIDER**

Coachwork by Carrozzeria Zagato

Chassis no. 6C 0312861

Engine no. 0312861

- *Iconic between-the-wars sports-racer*
- *First owned by Achille Varzi*
- *Registered in Italy*









'The 1750, and for that matter the 1500... must be among the finest ever made both from the point of view of engineering and driver satisfaction.' - *Michael Frostick, 'Alfa-Romeo-Milano'*.

It was Enzo Ferrari, no less, who persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing programme but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none.

Jano arrived at Alfa in 1923 and by the following year had produced one of the most fabulous racing automobiles of all time - the legendary P2. As well as bringing Alfa much valuable publicity by virtue of its outstanding Grand Prix successes, the P2 provided the basis for Jano's first production model.

Announced in 1925 but not produced for another two years, the 6C 1500 was designed as a fast touring car combining light weight with sparkling performance. The latter was achieved courtesy of a 1,487cc inline six-cylinder engine based on the P2's straight eight and producing 44bhp in single-overhead-camshaft Normale form.

Twin-overhead-camshaft Sport and supercharged Super Sport models followed, the latter being the first of its type to feature the classic open two-seater coachwork by Zagato forever associated with sporting vintage Alfas. Production of the 6C 1500 ceased in 1929 on the arrival of the 6C 1750.



#6C 0312861 takes 1st prize at the 1986 Trofeo Max Meyer, Villa D'este Concorso di Eleganza



Photographed in Milan, 1930





Logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine enlarged to 1,752cc. Built in single-cam Turismo and twin-cam Sport (later renamed Gran Turismo) variants, the 6C 1750 was an exciting fast touring car combining light weight with sparkling performance, more than 120km/h (75mph) being attainable, depending on coachwork.

Aimed at gentleman racing drivers, there was also a limited edition Super Sport, or 'SS', version, which later evolved into the Gran Sport. Produced during 1929 only, the SS was available with or without a Roots-type supercharger, the production split being 52/60 (blown/unblown). Most of these cars carried coachwork by Carrozzeria Zagato or Carrozzeria Touring, with James Young being responsible for bodying the majority imported into the UK.

The Alfa Romeo 6C 1750 SS was one of the most popular and successful sports-racing cars of its day, as demonstrated by the fact that no fewer than 26 competed in the 1929 Mille Miglia, of which 25 finished, six among the first ten. The race was won, for the second consecutive year, by Giuseppe Campari and Giulio Ramponi driving, of course, a 6C 1750 SS. Other high profile victories for this model include the 24 Hours of Spa Francorchamps, Grand Prix of Ireland, and the 12 Hours of San Sebastian - all in 1929 - plus the 24 Hours of Spa Francorchamps and RAC Tourist Trophy in 1930. The 1750's sporting career, aided by its mechanical longevity, extended far beyond its production, which ceased in 1933.

One of only 52 Alfa Romeo 6C 1750 SS cars fitted with a supercharger, chassis number '6C 0312861' is the 11th of the third series completed. It was sent in 1929 to Carrozzeria Zagato to be fitted with the two-door spider body it carries today.



The first owner listed on the accompanying Automobile Club D'Italia (copy) registration papers is none other than the famed Italian racing driver Achille Varzi, victor in the aforementioned 12 Hours of San Sebastien with co-driver Gottfredo Zehender. Varzi would go on to enjoy a highly successful Grand Prix career driving for Alfa Romeo and then Auto Union, ranking alongside other stars of the 1930s such as Tazio Nuvolari, Rudolf Caracciola and Bernd Rosemeyer.

This car is pictured in the 1968 book, *'The 6C 1750 Alfa Romeo'* by Luigi Fusi & Roy Slater, when it belonged to a Mr Rinaldo Villa from Cesatenovo, Italy and carried the registration 'VC134410'. The copied Italian registration documents on file record the name of Mr Villa and those of many of its other owners over the years. This car also comes with a framed photograph commemorating its 1st place award in the Trofeo Max Meyer competition at the Villa D'Este Concorso di Eleganza in June 1986.

Best described as lovingly maintained rather than fully restored (bills available), '6C 0312861' is finished in patinated red with brown leather-upholstered seats. We are advised that it is mechanically strong, running beautifully and making all the right supercharged Alfa noises. New tyres are fitted all round. A recent road test confirming that the Alfa is ready to use and enjoy by the fortunate new owner.

Little used in recent years, this wonderful car has been the pride and joy of the current octogenarian owner, taking pride of place in the garage of his palazzo outside Cremona. Only its owner's advancing age necessitates the sale of this Alfa Romeo 6C 1750 SS, which has not been offered on the open market in decades.

**€1,800,000 - 2,400,000**



120

**1965 FERRARI 275 GTS**

Coachwork by Pininfarina

Chassis no. 07521

Engine no. 07521

- *Arguably the most elegant of spyder Ferraris*
- *One of 200 made*
- *Delivered new to the USA*
- *Recently restored to a very high standard*
- *Ferrari Classiche certified and Massini report on file*











There had been open-top Ferrari road cars before the advent of the '250' series, but it was, chiefly, Pininfarina's offerings on the latter chassis that established the convertible as a fixture of the Ferrari range. After the experimentation and variety which characterised the coachwork of the 250-series cars, the arrival of the '275' in 1964 brought with it standard bodywork, that of the 275 GTS being manufactured by Pininfarina themselves. In Ferrari nomenclature of the period a model's designation reflected an individual cylinder's cubic capacity, so the newcomer displaced 3.3 litres, up from its predecessor's 3.0 litres. In standard trim the GTS's Colombo-type, 60-degree, V12 engine produced 260bhp at 7,000rpm, some 20 horsepower fewer than when installed in the contemporary 275 GTB.

The chassis followed Ferrari's established practice, being a multi-tubular frame tied together by oval main tubes, and for the first time on a road-going Ferrari there was independent rear suspension, the latter employing a double wishbone and coil-spring arrangement similar to that of the 250 LM sports-racer.

The adoption of a rear-mounted five-speed transaxle combining the now all-synchromesh gearbox and differential in a single unit helped improve weight distribution, and this feature would characterise future generations of front-engined Ferrari road cars. Produced between 1964 and 1966, the 275 GTS altered little during the course of its short life apart from the adoption of constant velocity joints for the open prop shaft shortly after the commencement of production.

By the mid 1960s Ferrari's road cars were beginning to lose some of their rougher edges and take on a more luxurious mien, and the 275 GTS interior is notable for its generously sized seats and wood veneer dashboard, the latter appearing for the first time in a Ferrari. Even the most sybaritic of customers, though, would acknowledge that the driving experience is the *raison d'être* of Ferrari ownership and in this respect the 275 GTS had lost none of its predecessors' aggressive charm.









*Car & Driver* magazine had this to say: 'Since the engine is heir to a V12 tradition that's gone on for almost twenty years, it's only natural that it should be the dominating factor in the car's personality, and that the whole car should have been developed around the engine and its own unique character. You can feel it as much as you can hear it. It has a taut, powerful rush of response that comes to you through the seat of your pants, through the steering wheel rim. The instant the clutch is engaged, the chassis takes on life and begins to move as a unit with the engine, it's an all-in-one-piece sensation that you normally feel only in racing cars, one that's unique to the Ferrari among normal passenger vehicles today.'

One of only 200 275 GTS models made, chassis number '07521' was originally finished in white with black interior. It was invoiced to Ferrari importer Luigi Chinetti Motors in New York, USA and shipped from Italy on 22nd September 1965. The first owner is not known.

In 1978/1979 the car was listed in the Ferrari Owners Club USA membership directory as owned by one Richard Mills of Bedford, Ohio.

By 1986 the Ferrari had been repainted yellow and was being advertised for sale. In 1988 it was sold to Eric Traber - a resident of Berne, Switzerland - and by then had been repainted in red and re-upholstered in tan leather. While in Mr Traber's ownership the Ferrari was displayed for a time in the automobile museum in Geneva. '07521' passed subsequently to Mr Bouwe Brandsma, who owned the car until July 2008 when it was sold to the current vendor.

Since then this Ferrari has been extensively restored, the works being carried out between 2013 and 2015 (see photographs and invoices on file). Since completion this car has won the 'Prix d'Élégance' at 'Le Cercle de Lorraine' in Belgium and participated in the Concours d'Élégance held at the Zoute Grand Prix. It comes with tools, Ferrari Classiche certification, Belgium Carte Grise, Massini Report, and the aforementioned restoration records.

As good as one could wish for, '07521' represents a rare opportunity to acquire a fine example of what many consider to be the most elegant of all spyder Ferraris.

**€1,500,000 - 2,000,000**





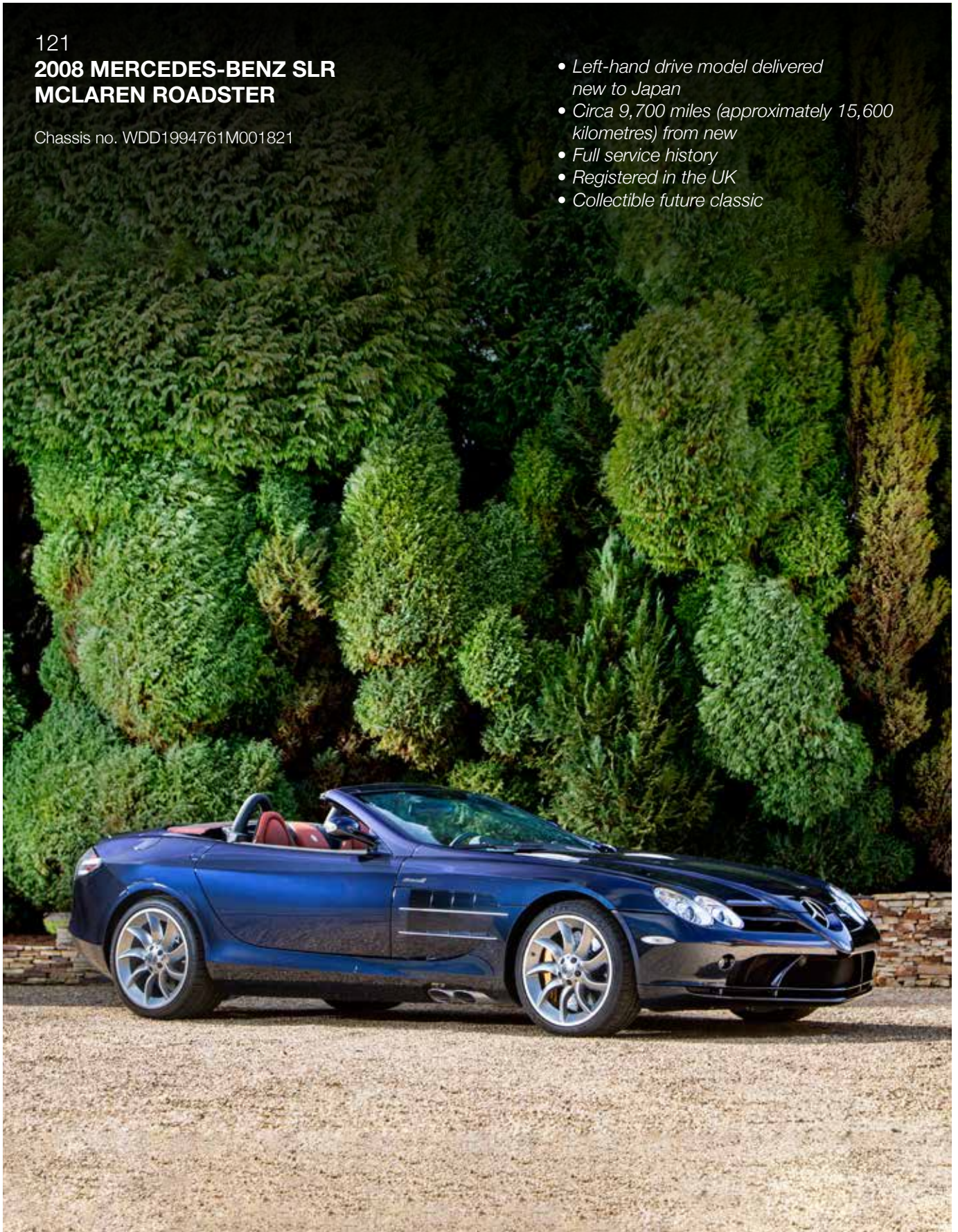


121

**2008 MERCEDES-BENZ SLR  
MCLAREN ROADSTER**

Chassis no. WDD1994761M001821

- *Left-hand drive model delivered new to Japan*
- *Circa 9,700 miles (approximately 15,600 kilometres) from new*
- *Full service history*
- *Registered in the UK*
- *Collectible future classic*







Introduced in 2005, their new supercar allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300SLR predecessor of 1955, incorporated technological developments that were ahead of their time. The heart of any car is its engine, and that of the SLR McLaren is truly outstanding.

Produced at Mercedes-Benz's AMG performance division, where each unit was the responsibility of one engineer who carried out the entire assembly process, it is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines to be found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

In the interests of maximum fuel efficiency, the screw-type compressor is controlled by the engine management system, which is sensitive to engine speed and load, and is only activated - albeit instantaneously - when the driver floors the accelerator. Needless to say, the Mercedes-Benz SLR McLaren delivers performance figures which are among the best in its class, taking just 3.8 seconds to sprint from 0 to 100km/h, it passes the 200km/h mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h. The two-seater has a top speed of 334km/h.

A front-engined layout was chosen for the SLR in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system - more commonly found in competition cars - enabling it to be mounted lower in the chassis. The five-speed automatic transmission, already used in several high-performance Mercedes-Benz models, has been specially optimised for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.





Extending the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure was produced in the latter's all-new facility in Woking, England. Carbon fibre has been used for decades in the aeronautical industry and in the construction of Formula 1 cars, but is comparatively rare in series-produced road cars because of the expense involved in manufacturing composite structures by hand. Using several patented innovations, Mercedes-Benz and McLaren brought a measure of automation to the carbon fibre manufacturing process, enabling the material's benefits of low weight, exemplary rigidity and strength, corrosion resistance and significantly higher energy absorption in the event of an impact, to be offered in the SLR.

This philosophy of weight saving was extended to the design of the suspension. Clearly showing its Formula 1 parentage, the latter is by means of double wishbones all round, forged in aluminium, as are the hub carriers.

The anti-roll bar is positioned above the front suspension and - as in Formula 1 - is controlled via rocker arms. A relatively long wheelbase (at 2700mm) also contributes to the SLR's exemplary handling and directional stability, while the wide track, combined with the low centre of gravity, allows high cornering speeds.

The power-assisted rack-and-pinion steering is speed sensitive, while the SLR's Sensotronic Brake Control (SBC) and Electronic Stability Program (ESP) enable its sporting nature to shine through while maintaining the usual safety standards, achieving an ideal compromise between outstanding dynamic handling and exemplary directional stability. The pioneering use of composite technology was also extended to the brake discs, which are manufactured from a fibre-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars.





Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds. The Mercedes-Benz SLR McLaren was launched in South Africa and introduced for the 2005 model year.

Mercedes-Benz envisaged a total production of 3,500 SLRs over seven years, and although sales failed to live up to expectations, with approximately 2,300 units built, the SLR McLaren remains one of the most successful supercars ever made.

This exceptional Roadster model was delivered new to Japan where it was maintained by the official Mercedes-Benz AMG main dealer in Tokyo. The car was purchased from the first owner by the current vendor in May 2015 and imported into the UK where it was registered in November 2015. The UK V5C registration document and current MoT certificate (valid until 28th March 2017) are on file.

Presented in 'like new' condition, chassis number '1821' comes with full service history, having been serviced in December 2009, December 2010, November 2011, October 2012, December 2013 and March 2015. Finished in Covelline Blue with Copper leather interior, it features 19" turbine-style alloy wheels and in addition to the standard specification is equipped with Gold brake callipers, Carbon seats, and carbon trim inserts.

The car comes complete with its original tool kit, battery charger, wind deflector, service booklet, instruction manuals pack, brochure and ceremonial book. An exciting opportunity to own one of these future classics.

**€310,000 - 360,000**



**2003 BMW Z8 ROADSTER**

Chassis no. WBAEJ11070AF77674

- *Rare and exclusive limited edition model*
- *One of 5,703 built*
- *Circa 23,000 kilometres from new*



In recent times many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this 'retro' trend, commencing in 1996 with the Z3 coupé and convertible, the styling of which brilliantly recalled its fabulous '328' sports car of pre-war days. Its next effort along similar lines - the 'Z07' concept car of 1997 - took its inspiration from the post-war Alfred Goetz-designed '507', a luxurious limited-edition roadster.

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. For the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8.

The Z8's body panelling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminium, while the 32-valve 4,941cc V8 engine, shared with the M5 saloon, was built by BMW's Motorsport division. With 400bhp on tap, the Z8 raced to 100km/h (62mph) in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h (155mph). Power reached the run-flat tyres via a Getrag six-speed manual gearbox.

Needless to say, the Z8 also came with all the modern appurtenances one would expect of a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible hood all being included in the package.

The fact that the Z8 was a low-volume model assembled, for the most part, by hand, enabled BMW to offer customers considerable freedom in personalising their cars. Further enhancing its appeal to collectors, the factory announced that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.

Formerly part of an important private collection in Denmark, this particular Z8 has been used by the current owner for a short period in Spain, and is currently registered in that country. Between 2006 and 2011, the vendor drove the BMW for a distance of around 5,000 kilometres out of the recorded total of circa 23,000. Finished in black with grey/red leather interior, the car is described as in generally very good condition and offered with Spanish registration papers.

**€175,000 - 225,000**







123

**1976 PORSCHE 911 TURBO  
3.0-LITRE COUPÉ**

Chassis no. 9306700626  
Engine no. 6760716

- *EU-version*
- *Present ownership since 1993*
- *Extensively restored*
- *Iconic first series 3.0-Litre Turbo*







The car offered here is one of only 487 European-specification Porsche 911 Turbos produced in 1976 with the 'full power' 260bhp Type 930/52 engine (models bound for the USA were less powerful). This particular example was built in July '76 and supplied new via Otto Glöckler's Porsche dealership in Frankfurt, Germany to its first owner, resident in Switzerland. It has been regularly maintained since then, as evidenced by the original - and fully stamped - service booklet on file. The car is finished in most attractive Porsche Anthracite Grey Metallic (paint code 677), which is complemented by a black leather interior (the latter is still the original) and 16" Fuchs forged alloy wheels (an option in 1976). Its current owner, an enthusiastic Porsche Club member, purchased the 911 in Geneva in 1993 and has been its careful custodian for the last 22 years.

This beautiful car is presented today fresh from an extensive restoration that took five years to complete and was only finished in November 2015. The restoration was undertaken by a recognised specialist - RS Motorsport in Anould, France - and is documented in accompanying invoices totalling some €40,000. Works carried out include rebuilding the engine to 'as new' condition (it is still under guarantee) and overhauling the gearbox with new synchronisers and bearings.

The turbocharger, fuel injection, fuel tank, ignition system, wheels, brakes, etc were overhauled also. In addition, the body was removed, repaired and expertly reassembled with new rubber seals, windscreen, front spoiler, turn signals, and rear lights. It is worthwhile noting that this car's body, which is rust free, would have benefited from the superior Thyssen zinc-coating process applied at the factory to all the chassis and bodywork parts of 1976 models (previous 911s were only partially protected and often suffered serious corrosion). All the new parts used in the rebuild were obtained from Porsche France, and the car is described as strictly to original specification apart from a stainless steel exhaust system. A genuine total of circa 127,300 kilometres is currently displayed on the odometer, only 500 of which have been covered since the restoration's completion last November.

Ready to use and enjoy, this expertly restored Porsche 911 Turbo comes with its original owner's manual (in German), tool roll, and jack. Accompanying documentation consists of an emissions certificate, Contrôle Technique, Swiss Carte Grise (export), French Customs Certificate 846A (certifying taxes paid), and the aforementioned service and restoration records.

**€170,000 - 220,000**



124

**1964 FERRARI 250 GT LUSSO BERLINETTA**

Coachwork by Pininfarina/Scaglietti

Chassis no. 5851GT

Engine no. 5851

- *Iconic model*
- *One of 350 made*
- *Unsurpassed Pininfarina style*
- *Restored in the early 1990s*
- *Ferrari Classiche certified*









Arguably the most beautiful product ever to carry the Maranello marque's prancing horse emblem, the 250 GT Lusso debuted at the Paris Salon in October 1962. Styled by Pininfarina and built by Scaglietti, the Lusso (Luxury) combined racetrack looks with new standards of passenger comfort. Beautifully proportioned, it blended a low-slung nose, reminiscent of that of the SWB Berlinetta, with sculpted Kamm tail by means of some of the most exquisite lines yet seen on an automobile. Slim pillars and wide expanses of glass not only enhanced the car's outward appearance, but made for excellent visibility and a pleasantly light and airy interior.

The Lusso's immediate antecedent had been the 250 GT Berlinetta SWB. Introduced at the 1959 Paris Salon, the latter was a true dual-purpose car, arguably more capable than any Ferrari before or since of coping equally well with the conflicting demands of racetrack and highway. The 'SWB' (Short-WheelBase) designation arose from a chassis that, at 2,400mm, was 200mm shorter than the standard 250 GT's. Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminium-alloy bodies, the Lusso road version enjoying a fully-trimmed interior and softer springing.

However, Ferrari's policy of building a single, dual-purpose race/road model did not survive long into the 1960s, the diverging requirements of the two markets necessitating greater specialisation in the form of the competition-only 250 GTO and the touring 250 GT Lusso. Built on a short-wheelbase chassis similar to that of the 250 GT SWB and 250 GTO, the Lusso was powered by Colombo's light and compact 3.0-litre V12. Breathing through three twin-choke Weber carburettors, the all-aluminium, two-cam unit produced 240bhp at 7,500rpm, giving the Lusso a top speed of 150mph (240km/h) and a useful 0-100mph (0-160km/h) acceleration time of 19.5 seconds. The result was not only one of the best looking Ferraris ever made, but also, courtesy of its competizione antecedents, one of the most rewarding to drive. An important milestone in the Maranello marque's history, the 250 GT Lusso was the last of the long-running 250 series and a most fitting finale to this most remarkable family of Ferrari road cars.

The 329th of the 350 Lussos made, left-hand drive chassis number '5851' was completed in May 1964 finished in Blu Notte with black leather interior. The following month the car was delivered to the official dealer Dino Ravasio & Sons in Verona, Italy but was soon sent on to the German importer Auto Becker in Düsseldorf.









Auto Becker then sold the Ferrari to its first owner, a resident of Cologne, Germany where it was registered on Italian 'tourist' plates. For the next several years the Lusso returned regularly to Ferrari's Assistenza Clienti service facility in Modena, Italy, the last known occasion being in October 1971 (at 86,278 kilometres). By this time the car, which was still with its original owner, had been officially imported into Germany and registered there (in 1966).

Some time later the Ferrari was exported from Germany to France where it is known to have been owned by a Mr Lafuge in Paris from at least 1987. In the early 1990s the Lusso was fully restored in France, and in March 1995 was sold by Mr Lafuge. Re-upholstered in red leather, the car then passed, via a dealer, to Mathias Kroeger, founder and co-owner of Jelenia Plast LLC. The Ferrari was registered in Hamburg, Germany, and in the late 1990s was repainted in the original Blu Notte metallic, which is now complemented by an interior upholstered in Bordeaux leather.

In August 2000 Mr Kroeger sold the Lusso, which passed to its next private owner, Dik Lievaart of Naaldwijk, Netherlands circa 2001/2002.

In April 2002 Mr Lievaart drove the Lusso on the Lauswolt Tour Rallye organised by the Ferrari Club Nederland, and in September 2006 displayed the car at the 3rd Annual Concours d'Élégance held at the Paleis Het Loo in Appledorn, Netherlands. Ferrari Classiche certification was obtained in September 2008, and later that same month the car was driven by René and Marjoke van de Zande on the Ferrari Club Nederland's 25th Anniversary rally. It also participated in the Garage FF60 and Écurie Francorchamps Anniversary Rallye in May 2012. Circa 2013 the Ferrari passed to its next private owner, Mr Johan Van Puyvelde of Sint-Martens-Leerne, Belgium and thence, via the Fiskens dealership, to the current vendor in 2014.

Accompanying documentation consists of a history file containing invoices and photographs; a UK V5C registration document and 2015 MoT certificate; and the aforementioned Ferrari Classiche paperwork. The car also comes with a tool roll, two over-mats and one set of keys. A rare opportunity to acquire a car that is not only one of the most beautiful and exclusive Ferraris ever made, but also one of the most enjoyable to drive and own.

**€1,600,000 - 1,900,000**







125

## 1971 ALPINE A110 1600S COUPÉ

Chassis no. 17379

Engine no. 10820

- *Iconic French competition car*
- *Delivered new to Italy*
- *Matching numbers*







One of the great names in postwar French motorsport, Alpine was the brainchild of Dieppe garagiste's son, Jean Redele, who began in the early 1950s by developing a competition version of the popular little Renault 4CV, which won its class in the Mille Miglia three years running

From this he developed the first Alpine - the A106 with Renault 4CV running gear and streamlined glassfibre coupé bodywork - which was presented to Régie Renault in July 1955. This 747cc Renault 4CV-based machine set the trend for a range of sports cars culminating in the A610 of the mid-1990s. Glassfibre bodies and rear-mounted production engines remained a common theme for 40 years. Up-rated in 1956 with the new Dauphine engine, the A106 also established the company's competition heritage with a class-winning performance in the 1956 Mille Miglia.

By 1958 Redele was using a sophisticated tubular steel chassis, and in 1961 he introduced the A108 Berlinette Tour de France which featured a tubular backbone frame, double wishbone front suspension and a Renault Dauphine swing-axle set-up at the rear. It was developed into a potent - and often unbeatable - rally car, using a variety of Renault power units.

In 1963 Alpine launched the A110 Berlinette, which became the mainspring of production, its rearward weight bias giving it outstanding cornering characteristics for rallying.

In 1969 A110s finished 1-2-3 in the Coupe des Alpes and came third in the Monte Carlo Rally. The following year, Alpines again came third in the Monte and won the Italian Acropolis and Tour de Corse rallies. Alpine driver Jean-Claude Andruet became European Rally Champion. By 1971 the marque's competition record had endeared Alpine to Renault to such an extent that they were appointed as its official competition wing. More successes followed in 1971-72-73.

Most illustrious of the Alpine range was the A110, an outstanding example of which is presented here in its most popular 1,600cc form. In production from 1962 through to 1977, this charismatic sports two-seater rivaled the Porsche 911 for performance while being even more exclusive - the hand-built Alpines left the factory at the rate of only 10 per week in the late 1960s/early 1970s.

This matching numbers A110 was delivered new in Italy having left the factory on 7th April 1971. Finished in blue with black leather interior, the car is described as in generally very good original condition, benefiting from a major service by Severi Auto Classic carried out in July 2014 (see invoice for €6,237 on file). Accompanying documentation consists of a French Carte Grise, current Contrôle Technique, Renault Certificate of Conformity, ASI homologation certificate, and a copy of the Auto Capital article (July 1991 edition) in which this car is featured.

**€80,000 - 120,000**



126

*In the same private ownership since 25 years*

## **1973 FERRARI DINO 246GT COUPÉ**

Chassis no. 6580

Engine no. 10875

- *Delivered new within the EU*
- *One of the final 'E' series*
- *Restored in the early 1990s*
- *Present ownership for the last 25 years*



'It is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high...' - *Road & Track*.

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206 S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally.

A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M' and 'E', these designations reflecting detail changes in the specification. Of the three, the 'M' series is by far the rarest, being produced during the early months of 1971 only.



Changes from the preceding 'L' series had included a 30mm increase in rear track; five-bolt fixing for the road wheels; internal boot release; seat-mounted headrests; and various minor improvements to the engine and gearbox. The final 'E' series featured all the developments incorporated into its predecessors together with further improvements to the engine and gearbox, and numerous other more minor changes.

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence and still highly regarded today.

One of approximately the 200 'Series E' cars built, the Dino offered here is a matching numbers example (chassis/engine/gearbox) as confirmed in correspondence from Ferrari. '6580' left the Maranello factory equipped with air conditioning, seat belts and electric windows, and has been fitted with 'Daytona' black leather seats. The latter were an option at the time but are not original to this car, which was delivered finished in Blu Scuro with a beige interior. Other noteworthy features include a (non-original) radio/cassette with electric aerial, an analogue Tripmaster, and a period anti-theft device (an engine cut-out button next to the clutch).

Chassis number '6580' was delivered new in Italy and sold by Motor Spa, the Ferrari concessionaire in Bologna. The car changed hands in the 1980s, moving to a Mr Ullix in Belgium in 1988. In 1991 the Ferrari was purchased from the Belgian marque specialist GiPiMo by the current owner, its custodian for the last 25 years.

The car was purchased in poor condition but was complete and thus an ideal candidate for restoration. Restored to 'better than new' standard in 1991/1992, the Dino has been refinished in red with black interior trim and comes with photographs recording the restoration. No work other than routine maintenance has been carried out since then, and the paintwork still presents very well despite being over 20 years old. The Dino is offered with Belgian registration papers; a brochure and book on the model; and a substantial quantity of invoices, including many relating to the restoration, together with others from GiPiMo in 2014 totalling approximately €5,000.

**€250,000 - 350,000**



127

**1963 FERRARI 330 AMERICA COUPÉ**

Coachwork by Pininfarina

Chassis no. 5069

Engine no. 5069

- *One of 50 made*
- *Delivered new to the USA*
- *Matching chassis and engine numbers*
- *Restored circa 15 years ago*
- *Registered in Italy*





Towards the end of 250 GTE production in 1963, Ferrari began delivering a revised and improved version of this highly successful four-seater Grande Routière fitted with the new '330' engine. 'Big-engined' Ferrari road cars had traditionally formed part of the America/ Superamerica series, and this new 4.0-litre model was duly christened '330 America' in accordance with Ferrari's established practice.

Based on that of the contemporary 400 Superamerica, the 330 America's Colombo-designed 60-degree V12 engine incorporated numerous significant advances including wider-spaced cylinder bores and revised combustion chambers in the interests of better cooling and improved breathing. Although the 330 engine was demonstrably superior to the 400 SA's, it was nevertheless conservatively rated at 300bhp, 40 horsepower fewer than its progenitor. Chassis-wise the 330 America was identical to the late-production 250 GTE Series III and outwardly indistinguishable, though some examples carried the legend 'America' on the boot.

There had been four-seater Ferraris before the 250 GTE - Ghia, Touring and Vignale all producing '2+2' designs in the 1950s - but these attempts had been compromised by the necessity of using a chassis not conceived with passenger carrying in mind and were deemed less than entirely successful. Close collaboration between Ferrari and Pininfarina in the design of Maranello's first series-production four-seater ensured that no such criticism could be levelled at the 250 GTE.

At 2,600mm in the wheelbase, the multi-tubular chassis was similar to that of the Pininfarina-designed 250 GT 'notch back' Coupé and 200mm longer than the contemporary 250 GT SWB's. Moving the engine forward by 200mm and widening the rear track by 38mm made room for two rear seats in a bodyshell which, despite its increased length, retained Pininfarina's customary classical proportions. Independent front suspension, a live rear axle, all-round disc brakes and a four-speed manual/overdrive gearbox completed the basic chassis specification. Top speed was within a whisker of 225km/h (140mph), while that of the larger-engined 330 America was in excess of 240km/h (150mph).





The 250 GTE progressed through three series, Series II cars gaining a changed dashboard layout and the Series III different front and rear lights, before production ceased in 1963 after 950 had been built, coincidentally with the introduction of the 330 America. In fact, the latter was an interim model produced while Ferrari readied the 250 GTE's replacement, the 330 GT 2+2. A mere 50 330 Americas were produced late in 1963 immediately prior to the 330 GT's announcement in January 1964, thus making this model one of the rarer Ferrari road cars.

Records show that Ferrari 330 America, chassis number '5069' - the 44th produced - was completed in November 1963 finished in white with a black leather interior and equipped with wire wheels and the four-speed/overdrive gearbox. The car was delivered new via the official North American Ferrari importer Luigi Chinetti Motors Inc of Greenwich, Connecticut, USA, sailing from Italy to New York aboard the freighter 'Export Champion'.

Chinetti then sold the car to Algar Enterprises in Paoli, Pennsylvania. It was later owned, from circa 1974, by Henry Euler in New York for a number of years, and was displayed by him at various car shows and concours d'élégance competitions on the East Coast; it won a 3rd place award at the New Hope Auto Show in New Hope, Pennsylvania in 1975.

It is believed that the Ferrari was then exported to Ontario, Canada, where it underwent its first restoration in 1989. On this occasion the colour was changed to red. Since 1995 the car has been back in Europe: first in Monaco and then Italy.

The current owner purchased the 330 America circa 2001 from a gentleman in Monaco where it had undergone a comprehensive restoration by Ferrari specialists immediately prior to the sale. Since then the car has formed part of an exclusive private collection in Italy and has been used sparingly but regularly.

A member of the Bonhams team inspected the Ferrari prior to cataloguing, finding it a well looked-after car in full working order and making all the right noises, the overdrive engaging without hesitation when asked and the interior possessing a lovely patina that only the original leather can exude. The gleaming red paintwork still presents very well. Importantly, the car is still fitted with its original, matching-numbers engine. Offered with Italian libretto and Certificato di Proprieta.

**€290,000 - 350,000**







128 \*

## 1973 ISO GRIFO 5.8-LITRE SERIES II COUPÉ

Coachwork by Carrozzeria Bertone

Chassis no. FAGL 310395

- One of 413 Iso Grifos made
- Rare Series II Ford-powered model
- Restored in the USA
- Offered with State of California title



Italian 'bubble car' manufacturer Iso joined the ranks of supercar constructors in 1962 with the launch of the Rivolta coupé at the Turin Motor Show. Renzo Rivolta's Isothermos company had begun life pre-WW2 making refrigerators, turning to the manufacture of scooters, under the Iso name, after the war and thence to the highly successful Isetta bubble car.

Styled at Carrozzeria Bertone by Giorgetto Giugiaro and powered by a 327ci (5.4-litre) Chevrolet V8, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, De Dion rear axle, and disc brakes all round (inboard at the rear). The chassis and running gear were designed by ex-Ferrari engineer, Giotto Bizzarrini, whose company specialised in the production of prototypes for the Italian automobile industry.

As Iso and many of its European contemporaries had recognised, the use of a tried and tested American power train enabled them to compete with likes of Ferrari, Maserati and Aston Martin in performance terms while undercutting them on price. Iso's first supercar set the pattern for those that followed: Bizzarrini-designed chassis, Bertone coachwork and Chevrolet engines. Future developments included the long-wheelbase, Ghia-styled, Fidia four-door saloon; the muscular, short-wheelbase Grifo; and the Rivolta-replacement Lele.

Produced between 1963 and 1974, the 'standard' Grifo used the small-block Chevrolet Corvette V8 engine in all but its final Ford-powered incarnation. From 1970 the Grifo was produced in 'Series II' form, with a revised front end incorporating flush-fitting pop-up headlights, while a raised 'penthouse' bonnet scoop also made its appearance at around this time.



Even the tamest Grifo came with 350bhp, which was good for around 260km/h (160mph), while for the seriously speed addicted there was the exclusive, 390bhp 7.0-litre model, only 90 of which were made. Iso claimed a top speed of 300km/h (186mph) for the long-legged 7.0-litre Grifo, making it faster than a Ferrari Daytona. By the time the Iso factory closed its doors in 1974 only 413 Grifos of all types had been made, and today this exclusive Italian/American supercar is increasingly sought after by collectors.

One of the few Series II models built with the Ford 351ci (5.8-litre) Cleveland V8 engine, this particular Grifo was previously owned in the USA by one Michael Clarke of El Dorado Hills, California. There are maintenance and restoration (copy) records on file issued by Brian Moore Restorations of Gold River, California during 2005-2007 while the car was owned by Mr Clarke, together with various small bills for the period 2005-2010.

Displayed at 'The Quail, a Motor Sport Gathering' in August 2012, the Grifo was sold by Mr Clarke to the current owner in the Far East in 2013. The car is finished in red with camel leather interior, and has automatic transmission. A total of 43,435 kilometres is currently displayed on the odometer.

Representing a rare opportunity to acquire the very best in Italian Gran Turismo style and performance with little of the usually associated expense, this fabulous Iso Grifo is offered with a build sheet and State of California title.

Should the vehicle remain in the EU, local import taxes of 5.5% will be applied to the hammer price.

**€300,000 - 350,000**



129 \*

*Factory demonstrator; ex-Louis Rosier*

## 1956 TALBOT LAGO T14 LS SPÉCIAL COUPÉ

Chassis no. 140031

Engine no. 16025

- One of 54 T14 LS models made
- Rare Spécial variant
- Restored in 1994
- Registered in Monaco



Talbot-Lago introduced a sensational new 2.5-litre model at the 1955 Paris Salon - the T14 LS - an altogether superior sports car powered by a four-cylinder, twin-camshaft, overhead-valve engine. In standard tune the latter developed 120bhp, which was transmitted via an all-synchromesh ZF gearbox. The chassis frame was fabricated from large diameter tubes, featuring independent front suspension, while the styling borrowed much from the Record Grand Sport, the sleek 2+2 coachwork being a wonderful example of Gallic elegance.

The Talbot-Lago T14 LS was both exclusive and expensive; only 54 examples were built, of which a very small number (believed seven or eight) were to Spécial specification. The Spécial featured aluminium doors, bonnet and boot lid, Borrani wheels and high-lift camshafts, giving enhanced performance.

This unique example was a factory demonstrator provided for the use of its distributors, one of whom was the ace Grand Prix driver, Louis Rosier, who had won the 1950 Le Mans 24-Hour Race at the wheel of a Talbot-Lago T26 Grand Sport co-driven by his son, Jean-Louis. This car's frontal styling was especially modified to echo the looks of the T26 Grand Sport that Rosier used on the Carrera Panamericana. Louis Rosier, being the Talbot-Lago distributor for Auvergne, certainly used this car and might have been instrumental in its subsequent sale. Records suggest that the Talbot-Lago was owned from 1959 to 1980 by a close friend of Rosier - a Mr Gay - and in total it has had only nine owners.

Chassis number '140031' was restored in 1994 while in the ownership of a Mr Grolleau and comes with a detailed restoration file containing photographs and invoices together with a comprehensive history file relating to the model and this car in particular.

One of the recent previous owners, a well-known Talbot aficionado, drove the car enthusiastically at Talbot events both at home in the UK and overseas, taking part the STD Register's 80th Anniversary celebration trip to Tours in 2003.



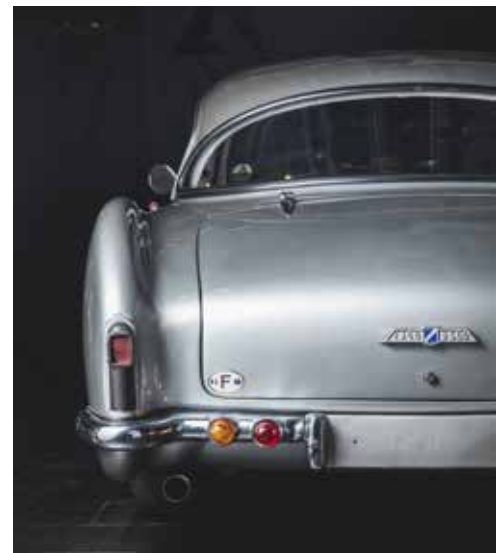
The immediately preceding owner purchased '140031' at Bonhams' Goodwood Revival Sale in September 2003 (Lot 102), and the car was carefully stored, regularly maintained and occasionally exercised during his stewardship. The current vendor purchased the Talbot-Lago at Bonhams' auction at La Halle Freysinnet, Paris in February 2012 (Lot 230) at which time it was registered in the UK.

Superbly equipped in all areas, the car features grey upholstery to the interior, opening rear quarter lights, sliding Perspex side windows, quick-release filler cap, SEV Marchal headlamps and Jaeger instruments. Later twin-choke Weber carburetors have been fitted to enhance performance, while an electric fan and alternator have been added for reliability and convenience (the original dynamo is offered with the car). Although not original to this car, the engine is of the correct high-lift-camshaft type.

This thoroughbred sports car from France's last truly great racing car manufacturer comes with an impeccable and distinguished provenance.

Should the vehicle remain in the EU, local import taxes of 5.5% will be applied to the hammer price.

**€220,000 - 260,000**





130 Ω

## 2011 ASTON MARTIN ONE-77 COUPÉ

Chassis no. SCFGFXXX3BGS17725

- Number '25' of 77 built
- One owner
- 850 kilometres from new
- Registered in Switzerland











'The One-77, a sports car of unparalleled beauty with subtle aggression and performance developed in 2008 and 2009 with the goal of eclipsing any previous Aston Martin road car. The most exclusive Aston Martin of the 'Gaydon era', One-77 was limited to 77 unique examples.' - Aston Martin.

In keeping with its tradition of producing limited edition, hand crafted exotica for the wealthy aficionado, best exemplified by the DB4 GT Zagato of the 1960s, Aston Martin previewed its proposed One-77 'hypercar' at the 2008 Paris Motor Show. 'Previewed' though, is something of an overstatement, as the car remained part shrouded by a grey pinstripe fabric cover, with only the front right corner on view. To see the full picture, the world had to wait until the Geneva Motor Show the following March when the Aston Martin stand featured a metallic blue mock-up alongside a rolling chassis complete with its entire power train.

The finished One-77 made its official debut in April 2009 at the Concorso d'Eleganza Ville d'Este, held on the shores of Lake Como in Italy, winning the 'Award for Concept Cars and Prototypes'. Designed by Marek Reichman, it was the fastest and most powerful Aston Martin ever built, with a top speed of 220mph, and also the most expensive, carrying a price tag of £1,150,000. The company invited customers to put down a deposit of £200,000 and had no trouble selling all 77 cars, production of which was completed in 2012.





Hailed by its maker as 'possibly the world's most desirable automotive art form', the One-77 with its long bonnet and short tail was every inch the classically proportioned Gran Turismo, combining muscular pugnacity and feline grace in equal measure. A two-seater closed coupé, the One-77 featured advanced technology in the form of an immensely rigid and lightweight carbon fibre monocoque chassis, which carried a seamless body traditionally handcrafted in aluminium. Made from a single sheet of aluminium, each front wing was said to take one craftsman three weeks to produce. Evo magazine succinctly summed it up as 'a masterclass on blending low-tech aluminium forming skills with high-tech carbon fibre technology, and it's shockingly beautiful, making it eye-wateringly desirable.' Other state-of-the-art features included bi-xenon headlamps with integrated LED side lights and direction indicators, LED rear lamps (fog and reverse), carbon fibre front splitters, carbon fibre rear diffuser, and active aerodynamics with deployable spoiler.

Providing the horsepower needed to breach the magic 200mph barrier was a stretched (to 7.3 litres) version of Aston Martin's existing 48-valve V12 engine. Extensively reworked by Cosworth Engineering, it produced 750bhp and 553lb/ft of torque, and was the world's most powerful normally aspirated road-car engine at the time of the One-77's introduction. Cosworth's extensive re-engineering included fitting dry-sump lubrication, which enabled the V12 to be carried 100mm lower in the One-77's chassis than in that of the DB9.

Like the V8 in the One-77's Vantage sister car, the V12 engine was mounted towards the centre of the chassis, well aft of the front axle line in the interests of optimum weight distribution, to which end the six-speed automatic/manual transmission was located at the rear in the form of an integrated transaxle. Power was transmitted to the limited-slip differential by a carbon fibre prop shaft encased in a magnesium alloy torque tube, reaching the road surface via 20" forged alloy wheels - 7-spoke or 10-spoke - shod with Pirelli P Zero Corsa tyres.

Unusually for a road car, the One-77's all-independent suspension featured pushrod actuation of the adjustable mono-tube dampers, a system more commonly found in modern competition cars. There were double wishbones at all four corners: the front incorporating anti-dive geometry, and the rear anti-squat and anti-lift. The suspension was also electrically adjustable for both ride height and rate change.

The rack and pinion was power assisted, delivering 3.0 turns lock-to-lock, while the steering column was adjustable for both tilt and reach. Braking was supplied by carbon ceramic discs all round, gripped by six-piston callipers at the front, four-piston callipers at the rear. Dynamic Stability Control (DSC), Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD), Emergency Brake Assist (EBA), and traction control were all incorporated in the interests of controllability and safety.





Releasing the driver's door, which swings out and arcs upwards, the One-77's fortunate owner would be confronted by a leather-trimmed sports steering wheel, electrically adjustable lightweight memory seats, and dual-stage driver/passenger front airbags. Other interior features included automatic temperature control, a trip computer, and touch-sensitive map-reading LED lights. Powerfold exterior memory mirrors came as standard, while front/rear parking cameras were an option.

Hypercars though, as their name suggests, are all about performance, and in developing the One-77 Aston Martin ensured that it would be able to stand comparison with the very best of this exalted category. Perhaps tongue-in-cheek, Aston claimed that the car's top speed was '220.007mph', referencing the company's long-standing association with the 'James Bond' movie franchise, while the dash to 100mph (161km/h) was accomplished in around 6.9 seconds, placing the One-77 on a par with rivals such as the Ferrari Enzo and Königsegg CCX.

It had been Aston Martin's intention that no car would be offered for assessment by the motoring press, no doubt in the interests of preserving the One-77's mystique; nevertheless, BBC's *Top Gear* got to try one in Dubai, and *Evo* magazine drove a privately owned example at the Millbrook Proving Ground in Bedfordshire and on the roads of north Wales.

*Evo*'s Harry Metcalfe found that controlling the One-77's 750 horsepower on the challenging - and wet - roads of Snowdonia required all of his concentration: 'But boy, does that make this Aston exciting. There's nothing like a car that can spin its wheels in a straight line at beyond motorway speeds to grab your attention.'

Ordered directly from the Aston Martin factory and delivered new in Switzerland, this One-77 - number '25' of the 77 produced - was not registered until 2014 when the owner drove it for the first time. Finished in Bronze Pearl metallic with Ivory Bitter Chocolate interior, the car has covered a mere 850 kilometres since delivery and is presented in effectively 'as new' condition.

Including Aston Martin's development team, a handful of journalists, the original owners and - perhaps - their family and close friends, probably fewer 200 people have ever experienced what it is like to drive a One-77. Chassis number '25' represents possibly once-in-a-lifetime opportunity to join this most select group of individuals.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.  
**€1,750,000 - 2,250,000**







*Ex-Jean Claude Bajol***1957 AC ACE BRISTOL ROADSTER**

Chassis no. BEX 281

Engine no. 100D 528

- *The most desirable Ace variant*
- *Originally left-hand drive*
- *Restored circa 2007/2008*
- *2008 Argentina Mille participant*
- *2014 Mille Miglia participant*
- *Mille Miglia eligible*



'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - AC Heritage, Simon Taylor & Peter Burn.

An influential and widely imitated design, the AC Ace (and its Cobra derivative) could trace its origins back to a one-off sports-racer built by chassis engineer John Tojeiro for Cliff Davis in 1952. The success of Davis' Tojeiro sports-racer prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, while the power unit was AC's own venerable, 2.0-litre, long-stroke six. Designed by AC co-founder John Weller, this overhead-camshaft engine had originated in 1919, and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. Nevertheless, in tuned form the Ace enjoyed great success in production sports car racing, winning its class at the Le Mans 24-Hour Race in 1959.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models later became available with the more powerful Bristol engine before production ceased in 1963. Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed.

The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s.



Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical; their utilisation of the highest quality materials contributing to greatly increased engine life.

Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace could touch 120mph (195km/h), while around 150bhp could be wrung from it for racing. The combination of a fine-handling chassis and a decent power-to-weight ratio helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a 1st-in-class and 7th overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.

According to a letter from the AC Owners Club, this left-hand drive Ace left the works on 1st May 1957 and was delivered new to AC Imports in Virginia, USA. The known ownership history is as follows: Ken Jackson (1964) followed by Rodney Smith (1981) and then Jean Claude Bajol in France. Sold at auction in 1986, the AC passed via Chris Drake that same year to Eduardo Roca, during whose ownership it was restored and re-trimmed by Niel Twyman. The car participated in the 1990 Mille Miglia with great success, and in 2007 was sold to Martin Chisholm.

The Ace was restored again circa 2007/2008 and the Bristol engine dynamometer-tested, delivering a very healthy 140bhp at around 5,200 rpm. The engine rebuild was carried out by Stanton Motorsports in Berkshire, and there are related invoices dating back to 2008 on file. It should be noted that the engine currently fitted, although not original to 'BEX 281', is of the correct AC Bristol type.

Sold to Argentina in 2008, the car participated in that year's Argentinian Mille Miglia, finishing 54th out of approximately 3,200 entries, and in 2014 participated with the current German owner in the Mille Miglia in Italy. Finished in blue metallic with dark blue leather interior, this well restored AC Ace Bristol is offered with German historic registration papers.  
**€250,000 - 300,000**



132 Ω

## 1994 FERRARI 512 TR COUPÉ

Coachwork by Pininfarina

Chassis no. ZFFLA40S000099319

- *Delivered new to Switzerland*
- *Circa 40,000 kilometres from new*
- *Original colour combination*
- *Full service history*
- *Registered in Switzerland*





Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied - styling devices. A larger car than the 512 BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512 BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512 TR version, which came with 428bhp on tap and commensurately improved performance.

This stunning 512 TR was first registered in Kanton Glarus, Switzerland on 1st August 1994 and then went to the immediately preceding (second) owner, an entrepreneur and collector in Thalwil (Kanton Zürich), circa 2005. The service record is complete and all works have been carried out by official Ferrari dealers (most recently by Foitek in Zürich and Alghassan in Cannes). Never repainted, and retaining its original interior, the car benefits from a cam belt change circa 18months ago and refurbishment of the interior's plastics (a common problem with Ferraris of the period; the plastics get sticky with time). Used regularly, albeit sparingly, this beautiful 512 TR currently displays a total of only some 40,000 kilometres on the odometer and is presented in commensurately good condition. Offered with its service booklet, instruction manuals, and Swiss registration papers, it is a most attractive proposal for the Ferrari aficionado.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.

**€180,000 - 220,000**



133

**1973 PORSCHE 911 2.7 CARRERA RS  
TOURING TO 'LIGHTWEIGHT' SPECIFICATION**

Chassis no. 911 3600805

Engine no. 6631320

- *One of the most iconic Porsches of all time*
- *Expertly restored in 2004*
- *Present ownership since 2005*
- *Enthusiastically campaigned on regularity events*
- *Registered in Italy*





'Nothing that is desirable comes easily or cheaply and the Carrera RS is no exception, but without question it is one of the great cars of the 1970s; the personification of GT motoring and race breeding.' - Motor Sport magazine, February 1973.

Porsche revived the Carrera name for its top-of-the-range 911 in 1972/3. Designated Carrera RS (Rennsport), the newcomer was intended as a limited edition 'homologation special' to enable the factory to enter Group 4 competition in the Special GT class, with a minimum build requirement of 500. However, the demand for this fabulous car proved so great that the production run was later extended by another 1,300-or-so units, qualifying the RS to compete also in Group 3, which it would dominate.

The Carrera RSR GT-category racer collected overall wins in the World Sportscar Championship at Daytona and the Targa Florio in 1973, defeating 3-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based car.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheelarches) for improved handling, while the 2.7-litre, fuel-injected, air-cooled, six-cylinder engine's 210bhp boosted top speed to around 150mph. Not merely styling gimmicks, the Carrera's trademark 'duck's tail' spoiler and front air dam made a vital contribution to high-speed stability and represent Porsche's first serious experimentation with aerodynamic devices on a production car. Above all it was the reduction of weight that transformed performance. Lighter body materials and ruthless pruning of non-essentials brought the weight of the Carrera RS down to below 900kg, enabling it to devastate the competition on the racetracks of Europe and the USA.







Private customers wishing to purchase a Carrera RS could choose between two specifications. The Lightweight was intended for competition, whereas those who valued their comfort could specify the Touring package (order number '472') which cost an extra DM 2,500 and offered the luxury of the 911S's trimmed and upholstered interior.

Delivered new in Germany, the car offered here, chassis number '805', is a genuine Carrera RS Touring model that has been converted to 'Lightweight' specification with correct lightweight seats and door cards, and the omission of the rear seats. The Carrera was restored in 2004 by the well known Porsche specialist Marc de Siebenthal in Switzerland. Pictures of the restoration and invoices come with the car, which was acquired by the current vendor in 2005, immediately after the rebuild's completion.

Since then the Carrera has only required routine maintenance and still presents very well indeed. The enthusiastic owner has campaigned the Porsche on numerous regularity events, mainly in Italy, where it performed very well. Events entered include the 2005 Vernasca Silver Flag Hill Climb, the Coppa Pedavena in 2007 and 2008, the 2008 Città di Forlì, the 2010 Modena Cento Ore Classic, and numerous Coppa Città di Modena events as well as the Rally Elba Graffiti.

Finished in light yellow with black interior (its original colours), this stunning example of one of the most iconic Porsches ever built is presented in fine fettle and offered with restoration invoices, Porsche Italia certificate, CSAI Fiche (No. 1368), and Italian Carta di Circolazione. It should be noted that the original engine has been replaced with a correct 2.7-litre unit from another 1973 Carrera RS.

**€470,000 - 570,000**



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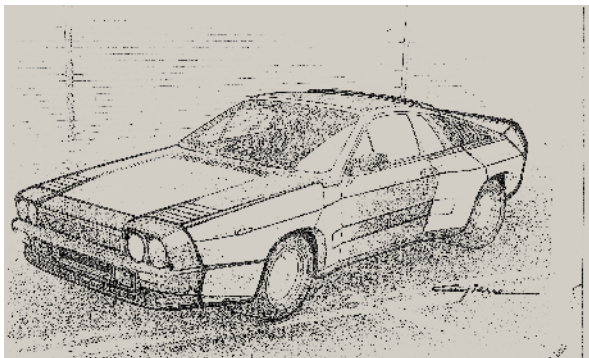
*The first factory prototype*

## **1980 LANCIA RALLY SE 037 PROTOTYPE GROUP B COMPETITION CAR**

Chassis no. SE037-001

Engine no. 232 AR4 00176

- *First of the Group B rally cars*
- *Chassis number '001'*
- *First owned by Abarth, then Ing. Sergio Limone*
- *Restored in 2013/2014*



An early drawing of the Lancia Rally SE 037



Chassis SE037-001 in the Pininfarina wind tunnel











Following in the wheel tracks of the legendary Lancia Stratos, the Rally - better known by its Abarth in-house code number 'SE 037' - would make almost as big an impact in international rallying in the 1980s as its illustrious forebear had in the preceding decade. It seems hardly credible today, but after Lancia had built the 400-plus examples of the Stratos needed for homologation, most gathered dust because few people wanted to buy one. Within a very short time however, the Stratos was recognised as one of the great cars of its time; they were snapped up and prices soared. In retrospect it seems obvious that the Stratos was a great car; it came from one of the most distinguished marques in automotive history and was very successful.

Despite the Stratos, people have yet to wake up to the potential of its successors as investments or as thoroughbred classics that are delightful to own and drive. The Lancia Rally has an impeccable pedigree and record - it won the 1983 World Rally Championship - yet has still to be fully appreciated.

When it made its competition debut proper in 1982, the 037 Rally was as revolutionary as the Stratos had been in 1972. It was the first of the Group B supercars and owed more to circuit racing practice than any other rally car of its time. For a start it was a mid-engined, two-seater coupé with strong links to the Group 5 Lancia Monte Carlo that would win the 1981 World Endurance Championship.

Its four-cylinder, 2,111cc engine was derived from the Aurelio Lampredi-designed 2.0-litre FIAT 131 unit, considerably reworked by Abarth and fitted with a light-alloy, 16-valve twin-cam head and Abarth R10 Roots-type supercharger. In works trim this formidable unit produced 325bhp, which was transmitted via a ZF five-speed transaxle. Abarth also developed the complex multi-tubular front and rear subframe extensions to the unitary body/chassis, which featured parallelogram-type independent suspension and Brembo disc brakes all round.



Lancia's new contender had first taken shape in the form of sketches prepared by Abarth engineer/designer Sergio Limone in April 1980. The car offered here, chassis number '001', was under construction at the Dallara factory in Varano by September 1980, Gian Paolo Dallara's company having been chosen because of its experience in building Lancia's Monte Carlo Turbo racers. '001' first ran at the Campovolo airfield, Abarth's favourite test site, in December 1980, albeit in normally aspirated form as there had been problems with the 'blower'. More serious development started after the Christmas break, on this occasion with the supercharger in place.

On 26th January the car was sent to Pininfarina for aerodynamic testing in the wind tunnel, where it was found that the body needed to be closed in at the tail. More intensive testing of '001' ensued, this time at Pirelli's test track at Vizzola. The first sneak photographs of '001' undergoing testing appeared on 12th March in the UK's Autosport magazine and Autosprint in Italy.

'001' was then fitted with a large rear wing for further testing at Pininfarina, and was later used to evaluate Michelin tyres, the first trials having been conducted on Pirellis. By this time chassis numbers '002', '003' and '004' had been completed and were also undergoing tests, as was the first pre-production Stradale (road) model. On 10th November, '001' became the first of the prototypes to experience off-road testing, and by the time of the second such test a week later had been fitted with Pininfarina's new front bodywork. Once its development duties had ended, '001' passed into the ownership of its creator, Sergio Limone.

In December 1981, the Lancia management officially announced its much rumoured Group B contender, displaying chassis number '005' at parent-company FIAT's La Mandria test track, resplendent in the livery of new sponsor, Martini. Team manager Cesare Fiorio confirmed that it was to be called the 'Lancia Rally'. Production of the 200 'homologation specials' stipulated by the then current 'Group B' regulations commenced the following year.





During the period 1982/83, Lancia, in conjunction with Pininfarina and Abarth, completed approximately 220 examples of the Rally. The factory then took cars from the inventory as required for conversion to Group B specification. Subsequently, 'Evolution' models were developed throughout 1983-1985. Only some 150-or-so emerged as road cars.

After suffering the inevitable teething troubles in its debut season, the 037 Rally dominated the World Rally Championship in 1983, securing Lancia the manufacturers' title having won the Monte Carlo, Tour de Corse, Acropolis, New Zealand and San Remo rounds. The Lancia 037 Rally was the last competitive two-wheel-drive rally car and its defeat of the Audi Quattro confounded the experts, especially since the Lancia team was operating with far fewer resources.

As the first the factory prototype completed, '001' has been featured in numerous books including Peter Collins' seminal work on the subject, '037', published by Veloce. The car has also featured in the Italian racing magazine Grace, the Italian magazine La Manovella, and the October 2009 issue of Viva Lancia (the magazine of the UK's Lancia Motor Club). '001' has also been on display at the Museo dell'Automobile in Turin.

Comprehensively restored in 2013/2014, '001' is presented in generally excellent working order, retaining its original interior. The car comes with a current UK V5C registration document, FIVA papers, and Registro Lancia passport (stating that the previous owner was none other than Sergio Limone, development engineer of the '037' project). The fascinating file also contains numerous in-period photographs of this car undergoing development, including some taken on the aforementioned tests and in the Pininfarina wind tunnel. Also in the file are photographs of the body restoration dating from 2012.

Since its restoration the car has been campaigned sparingly; it is said to perform very well, and was used by the current owner on the 2010 edition of the famous Vernasca Silver Flag hill climb. A powerful reminder of the brief but glorious Group B story, '001' represents an opportunity not to be missed to own an important piece of Lancia and rallying history.

**€320,000 - 400,000**







135 Ω

**1988 PORSCHE 959 KOMFORT**

Chassis no. WPOZZZ95ZHS900082

Engine no. 95950/65H

- *One of 292 built*
- *Delivered new to Europe*
- *Original colour/interior combination*
- *Very regularly maintained and serviced*









'This is a ferociously fast machine once the engine wakes up. It emits a lovely wail which is never intrusive, and through the mountains the Porsche feels fast and composed,' - *Octane* magazine on the Porsche 959.

Conceived in the early 1980s as a four-wheel-drive Group B competitor that would showcase Porsche's advanced automotive technology, the '959' was first displayed in 'concept car' form at the 1983 Frankfurt Motor Show, and despite the subsequent abandonment of the events for which it had been intended, entered limited production a couple of years later. Two versions were offered: 'Sport' and 'Komfort', their names reflecting each model's level of interior trim. Representing the ultimate in automobile design, the 959 successfully adapted state-of-the-art racing technology for road use, and even today its specification remains unparalleled.

At the car's heart was a unique, 2,849cc version of the classic, six-cylinder, air-cooled 'boxer' engine equipped with water-cooled, double-overhead-camshaft, four-valve cylinder heads. The latter had been developed initially for the 1981 Le Mans-winning 936 and were further refined on the even more successful 956/962 that triumphed at La Sarthe every year from 1982 to 1987.

In 959 specification this formidable twin-turbo-charged unit produced 450bhp, an output which, combined with the lightweight part-composite body's drag coefficient of just 0.32, proved sufficient to propel the 959 past 195mph and onto the front rank of all-time supercars. Indeed, at the time of its introduction the 959 was the world's fastest street-legal production car, despite the weight penalty associated with its complex transmission and other exotic features.

The 959's sophisticated four-wheel-drive six-speed transmission paved the way for that of the Carrera 4; computer controlled, it provided variable torque split with alternative programmes for dry, wet, icy or off-road conditions. There was double wishbone suspension all round, with electrically controlled ride height adjustment; the ABS brakes delivered race-car levels of retardation and the run-flat tyres were monitored for pressure loss, all of which made for a car faster than just about anything else on the road yet, in the best Porsche tradition was comfortable, practical and reliable. With its electric windows and mirrors, climate control, electrically heated seats and superb stereo system, the 959 Komfort rivalled many a limousine for luxury.



While other supercar manufacturers' offerings were uncompromisingly raw, uncomfortable and hard work to drive, the Porsche 959 managed to surpass them all, combining breathtaking performance with a smooth ride, light controls and full interior equipment (in the Komfort). Rumour has it that Porsche sold the 959 for far less than it cost to produce, regarding the model as a showcase for its engineering expertise. In the UK the 959 was priced at around £145,000 when new (less than half what it cost Porsche to build each one) though speculators drove the price considerably higher.

Although its Group B raison d'être had ceased to exist, the Porsche 959 did achieve one major competition victory, René Metge and Dominique Lemoyne winning the gruelling Paris-Dakar Rally in 1986 in their works 959 with similar cars in 2nd and 6th places, while the race-developed 961 variant finished 7th overall at Le Mans that year, winning the IMSA GT2 class and headed only by Group C Porsches, an amazing result for a production based car. In total, fewer than 300 of these exclusive supercars were made in period - the official factory figure is 292, while a further eight were assembled by the factory using the spares stock in 1992/1993.

Equipped with the optional Komfort features, this example was purchased by the current vendor from the Freisinger Motorsport (Manfred Freisinger) dealership in Karlsruhe, Germany in 2008.

Old German registration papers on file show that the car formerly belonged to one Willibald Werner Schauer in Munich, Germany. Prior to sale Freisinger had overhauled the engine, repainted the car, replaced all rubber seals, renewed the clutch, overhauled the braking system, and fitted new tyres. When purchased, the 959 had covered some 1,200 kilometres since the overhaul, the odometer reading at that time being 147,360 kilometres (currently 158,047). The vendor then had the Porsche shipped to his home in New Zealand where it was registered in his wife's name, up to 2015, and in his own name thereafter.

Since its arrival in New Zealand the 959 has been maintained by Continental Car Services in Auckland, an official Porsche centre. Works carried out have included refurbishing and repainting the wheels (2008) and overhauling the front differential (2014). All bills relating to these and other works are on file, and this iconic 1980s supercar also comes with importation/customs documents, Porsche letter of appraisal (2008), valuation letter (2005), and New Zealand registration papers.

Finished in its original colour combination of Indian Red with grey leather interior, chassis number '90082' represents a rare opportunity to acquire what is considered by many to be Porsche's most innovative sports car.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.

**€500,000 - 600,000**



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**1967 JAGUAR E-TYPE SERIES 1  
4.2-LITRE ROADSTER**

Chassis no. 1E 15099  
Engine no. 7E 12754-9

- *Arguably the most desirable E-Type variant*
- *Delivered new to the USA*
- *California 'black plate' car*
- *Rare 'triple black' colour scheme*







'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. Even Enzo Ferrari, no less, was moved to declare that the E-Type was 'the most beautiful car in the world'.

The E-Type's design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine.

Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Manufactured in 1967, this left-hand drive 'Series 1' roadster was built for export to the USA and was despatched to Jaguar Cars, New York on 29th March of that year. Originally finished in the very rare 'triple black' colour scheme (exterior, interior and hood), this E-Type was first owned by California Freezing & Storage of Watsonville, California and is a desirable, rust-free 'black plate' car. It comes with a very rare and much sought-after factory hardtop, and also features a Becker Europa TR radio, lady's footrest, and chromed wire wheels.









Fully serviced and detailed by Jaguar specialists at Classic Showcase in Oceanside, California, it was subsequently shown at the Dana Point Concours in June 2013, receiving a well justified '1st in Class' award. Later that same year the current vendor purchased the E-Type at an auction in the USA and brought it to the UK, where it was registered on 1st November 2013. The car has been kept in professional dry storage since then. Accompanying documentation consists of a Jaguar Daimler Heritage Trust Certificate, sundry maintenance invoices, an expired MoT certificate (2014), a UK V5C registration document, and an MoT valid until 18th February 2017. The car also comes with a handbook and maintenance sheet.

With some 51,900 miles recorded, this well maintained E-Type Roadster has been preserved in highly original condition and has to be a strong contender at any concours. Finished in its original 'triple black' colour scheme, it affords the prospect of pleasurable summer driving as well as being a potential long-term investment for the discerning collector.  
**€230,000 - 280,000**





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## 1971 RANGE ROVER 4X4

Chassis no. 35801952A

- Early 'Suffix A' model
- Italian registered from new
- Left-hand drive
- Restored in the 2000s







An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since.

The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8.

The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need.

The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed 'Range Rover Classic' - did not disappear immediately but continued to be built for another year alongside the new version.

Retaining many original features, including air conditioning and power assisted steering, this early Range Rover (the rare and much desired 'Suffix A' model) was delivered new to Italy and has remained there ever since.

Restored in the 2000s, it has covered only some 5-6,000 kilometres since completion and is described by the vendor as in generally excellent condition, having been dry stored since the chassis was under-sealed, and benefiting from a recent full service. It should be noted that although the front seats have been re-upholstered in vinyl, the original PVC covering is still in place underneath. It is also worthwhile noting that the presence of air conditioning in such an early car is extremely rare. Offered with Italian registration papers, this original 'Suffix A' represents a rare opportunity to acquire a fine example of the iconic Range Rover in its earliest and purest form.

**€50,000 - 70,000**



## 1959 BENTLEY S2 CONTINENTAL FLYING SPUR SPORTS SALOON

Coachwork by H J Mulliner

Chassis no. BC12LAR

Engine no. A12BC

- *Rare and exclusive four-door Flying Spur model*
- *Left-hand drive*
- *Current ownership since 2013*
- *Exceptionally well documented*
- *Registered in Monaco*



This Bentley S2 Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork, and is one of 54 with left-hand drive out of a total of 125 completed in this style on the S2 chassis.

Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, *The Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number BC99BY - higher gearing. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot, making it even more suited to extended touring of far-flung destinations.



Left-hand drive chassis number 'BC12LAR' was delivered new in the USA via the importer J S Inskip and first owned by a Mrs Audrey E Shaw, who kept the Bentley until 1976 when it passed to Edgar Bravo of Coral Gables, Florida. While in Florida, the car was extensively restored by marque specialists Vantage Motor Works of Miami, whose bill for \$71,000 is on file. In 2003 Mr Bravo sold the Bentley to a prominent Dutch collector, and the car has had one intervening owner between the latter and the current vendor, who purchased it at a European auction in 2013.

Following the Bentley's return to Europe, the engine was rebuilt by a Belgian specialist (in 2010) at a cost of over €30,000. The bill for the engine rebuild is on file together with numerous others tracing the car's history back to its delivery in 1959. This most comprehensive history file also contains the original purchase invoice; previous owners' registration documents and correspondence with the factory; and a quantity of restoration photographs.

'BC12LAR' is finished in dark grey with beige leather interior, while noteworthy features include air conditioning, tinted windows, rear picnic table, original radio (with electric aerial), and even an altimeter (useful for alpine driving). Currently registered in Monaco, this rare and beautiful Flying Spur is ready for use and comes with its original tool kit and instruction manual.

**€160,000 - 200,000**





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## 1962 ALFA ROMEO GIULIA SPRINT SPECIALE COUPÉ

Coachwork by Carrozzeria Bertone

Chassis no. AR380343

- *The ultimate Giulia model*
- *One of only 1,399 made*
- *Restored in 2010*



'One of Satta's very remarkable achievements was the creation of a race of modern, mass-produced motor cars which, depending on the model, retain or improve upon the competition-bred thoroughbred qualities of Alfa Romeos of the artisan past.' - Griffith Borgeson, *Alfa Immagini e Percorsi*, 1985.

By the time of the Giulia's introduction in 1962, Alfa Romeo's highly successful 'small car, big performance' formula, begun by the Giulietta in 1954, was well established. The Giulia is one of Alfa Romeo's many imaginative and successful designs produced under the aegis of Dr Orazio Satta Puglia, the company's esteemed Central Director. It was Satta who brought high-volume production to Alfa Romeo with the Giulietta, thereby ensuring the company's future.

The Giulietta range's ultimate incarnation - the Sprint Speciale - had arrived in 1957. Built on a slightly shorter wheelbase than the standard Sprint coupé, which was likewise the work of Carrozzeria Bertone, the mouth-wateringly curvaceous SS came with 100bhp and a five-speed gearbox, while the wind tunnel-developed shape made for an impressive top speed of 125mph.

Outwardly almost indistinguishable from the outgoing Giulietta, the Giulia version boasted front disc brakes and a more powerful (112bhp) and much less fussy 1,570cc version of Alfa's classic twin-cam four. Other notable improvements over the Giulietta version included a redesigned dashboard with additional instrumentation. Only 1,399 of the Bertone-bodied Giulia Sprint Speciales were built up to 1965, and today this rare model is highly prized by Alfa Romeo connoisseurs.

This particular Giulia Sprint Speciale was purchased by the vendor in 2003 in Paris and restored in 2010. It is described by the vendor as in generally very good condition. A beautiful limited edition Alfa Romeo, this rare Bertone-styled jewel is offered with German Fahrzeugbrief.

**€75,000 - 115,000**





140

**1982 FERRARI 512 BBI**

Coachwork by Pininfarina

Chassis no. 42511

- *One of 1,007 produced*
- *Rare colour combination*
- *60,930 kilometres recorded*
- *Registered in the UK*







Having reasserted itself at the top of the supercar hierarchy with the first 'Berlinetta Boxer' - the 365 GTB/4 BB - Ferrari went one better with its successor, the 512 BB. Displacement was increased to 5.0 litres by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

*Road & Track* magazine reckoned that Ferrari's claimed maximum of 302km/h (188mph) was entirely realistic. Changes to Pininfarina's inspired coachwork were, not surprisingly, few, while the running gear likewise came in for only minor revision.

The interior remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals. In 1981 the model was updated with Bosch fuel injection, becoming the 512 BBi.

Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512 BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for.





Finished in the beautiful and unusual colour combination of metallic grey with cream trim, this left-hand drive example is one of only 1,007 512 BBi models produced by Ferrari and was delivered new in July 1982 via Autobecker in Dusseldorf to its first registered keeper, Herbert Dentsch. From 1990 the car was owned by Horst Bauling in Germany, as stated on the accompanying German Fahrzeugbrief.

The original service booklet has been stamped at regular intervals in Germany up to 1988, with the last stamp dated 2000. The Ferrari was subsequently registered in Spain, remaining there in the hands of the same owner from 2003 to circa 2009.

There are bills on file for works carried out in Spain in 2009, and in the UK in 2015 when a new clutch kit was installed. Additional documentation consists of sundry invoices, a current UK V5C registration document, and a photographic record of a relatively recent restoration, which was carried out in both Germany and Italy. Presented in commensurately good condition, the car is offered with its original owner's wallet, handbook, full set of tools (in case) and the aforementioned service booklet.

With the value of V12 Ferraris from the 1960s and 1970s having increased dramatically, users and investors alike have recognised the potential of the Berlinetta Boxer series, and particularly that of more practical fuel-injected models.

**€290,000 - 340,000**







141

**1973 LAMBORGHINI ESPADA  
SERIES III**

Coachwork by Carrozzeria Bertone

Chassis no. 8852

Engine no. 40924

- Long-term ownership in the United States
- Present ownership since 2011
- Extensive mechanical restoration



'Carrozzeria Bertone unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar.' – David Hodges, *'Lamborghini – The Legend'*.

Ferruccio Lamborghini's first production car, the Touring-styled 350GT, had debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile designers, the 350GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarini, housed in a chassis penned by Gianpaolo Dallara. The 350GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time; but to compete with his Maranello rival's larger models, Lamborghini needed a nominal four-seater and the 4.0-litre 400GT 2+2 duly appeared in 1966. Despite its novice status as an automobile manufacturer, Lamborghini had quickly dispelled any lingering doubts about its ability to compete with the world's best Gran Turismos.





Named after a matador's sword, the Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-litre, four-cam V12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame.

Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements and a restyled front grille. Espada production ceased in 1978 after 1,217 of these imposing cars had been built.

This stunning Espada was delivered new to the USA and was kept there by one of its previous owner for some 26 years. The current, German, owner acquired the car in 2011 and subsequently imported it into Germany. He then commissioned a comprehensive overhaul of its mechanicals, which was carried out in 2012 by the German Lamborghini specialist Cuntz Autotechnik in Nuremberg; new tyres and a new stainless steel exhaust system were fitted also, and the car prepared for its TÜV inspection. Invoices for more than €16,000 are on file, together with a more recent service invoice from the same specialist for €3,700 in 2014. Parts were ordered from the Lamborghini parts specialists Ricambi Toro and amount to more than €20,000 in value. The vendor attests, not surprisingly, that the car performs very well. It should be noted that the original Campagnolo magnesium wheels have been replaced with new wheels of the same design in aluminium (the originals are included in the sale).

The car is offered with the aforementioned invoices for restoration, parts and service, together with an original Lamborghini Espada sales brochure and historic (H) German registration papers.

**€110,000 - 140,000**



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**1987 FERRARI TESTAROSSA**

Coachwork by Pininfarina

Chassis no. ZFFSG17A9H0072207

Engine no. 719

- 30,000 miles (approximately 48,300 kilometres) from new
- Very rare colour combination
- EU taxes paid





'There are fast cars and fast cars. None of them comes close to the 180mph Ferrari Testarossa: it is firmly in that top echelon of high performance cars for which perhaps only two or three rivals qualify. The Testarossa is so excitingly fast you can relive the moments of spine-tingling acceleration from the mere mention of the revered name.' - *Motor*.

Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices.

Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive; factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand that continued through the successor 512 TR and 512 M models.

This stunning example of the legendary Italian supercar was delivered new to Texas, USA and remained in the dry, southern part of the United States until 2015 when it was purchased by the current German enthusiast owner. The car has covered some 30,000 miles (approximately 48,300 kilometres) from new and has had one repaint in the correct silver, while the beautiful red interior is original and presents very well. It also benefits from a recent major service, undertaken late last year at a cost of some €17,000. Accompanying documentation consists of a clean CARFAX history report and recent German TÜV, and the Ferrari also comes complete with all its books and tools.

A head-turner wherever it goes, this wonderful Testarossa would be the perfect addition to any collection of predominantly Rosso Corsa Ferraris.  
**€110,000 - 130,000**



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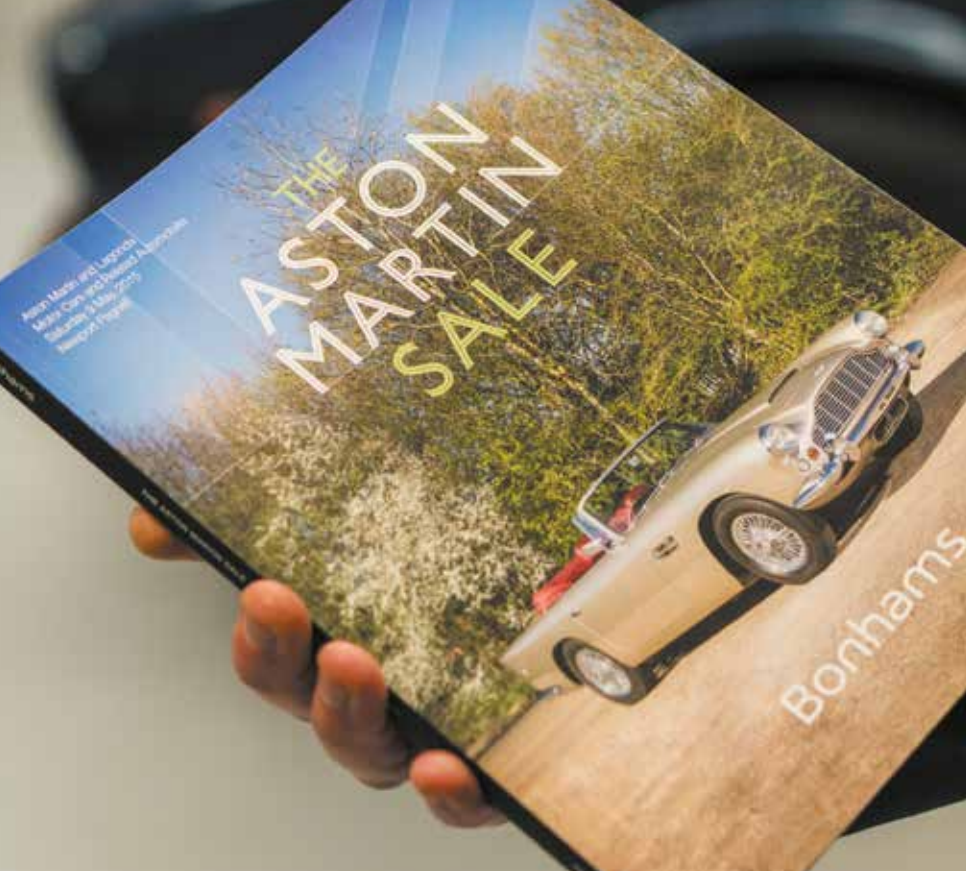
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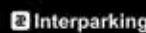


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1.9. "Premium" Please be aware that buyer's premium on all lots is 15% plus VAT with the exception of automobilia where it is 25% plus VAT. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price as well as the premium. These lots will be marked with the following symbols (Ω) (+) (\*) printed beside the lot number in the catalogue.

2. Bonhams sells as agent for the Seller and is not responsible for any act of default by the Seller or Buyer.

3. Whilst every effort has been made to ensure the accuracy of the description of each Lot in any Catalogue, Bonhams does not warrant that such description is accurate. All statements whether printed in the Catalogue or not, including but not limited to any statement about the authenticity, provenance, origin, age, date, condition, estimated selling price, or quality of any Lot are statements of opinion only and neither Bonhams nor its employees or agents will be responsible for the accuracy of any statement made. No person is authorized by Bonhams to make any statement or give any representation whatever except as printed in the catalogue.

4. Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so.

5. Bonhams has the right at its sole discretion to refuse admission to its premises or attendance at any of its auctions by any person.

6. The Huissier has the right at his/ her sole discretion to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the auction and, in the case of dispute, to put up any Lot for auction again and the right to raise the bidding as he or she may decide.

7. Bonhams shall be under no liability for any injury, damage or loss sustained by any person while on exhibition premises and Bonhams sale premises except death or personal injury caused by the negligence of Bonhams, its employees and agents.

8. Any notice by Bonhams to a Seller, Buyer or prospective Buyer or any other person may be delivered by hand, sent by first class mail or air mail, telex or facsimile and shall be deemed to have been duly received:

(a) if hand delivered at the time of delivery.

(b) if sent by telex or facsimile within 2 hours of transmission during business hours.

(c) if sent by mail within 48 hours of posting if posted to an address within the country of posting and 7 days of posting if posted to a country outside the country of posting.

9. 9.1 All transactions to which these Conditions apply and all matters connected therewith shall be governed by the non-exclusive jurisdiction of the Monegasque courts.

9.2 The copyright in all written matter and illustrations relating to the Lots shall remain at all times the absolute property of Bonhams and any person wishing to use it, or any part of it, shall obtain the prior written consent of Bonhams.

## SELLERS' CONDITIONS

### 10. WARRANTY BY SELLER

10.1. The Seller warrants to the Huissier, to Bonhams and to the Buyer that he is the true owner of the Lot or that he is the duly authorised agent of the true owner and that he is able to transfer full title to the Lot free from all liens, encumbrances or third party claims.

10.2. As regards Lots imported into France and Monaco for sale at auction, the Seller warrants to the Huissier, to Bonhams and to the Buyer that he has complied in all respects with any formalities relating to the export of such Lots from the country or any intermediary country and their import into France and Monaco (without limitation), payment of any duties or taxes relating thereto, and obtaining all licences, permits or other authorisations necessary for such export and import.

10.3. The Seller shall indemnify the Huissier, Bonhams and the Buyer against all claims or proceedings arising from its breach of Conditions 10.1 and 10.2 and shall reimburse the Huissier, Bonhams and the Buyer on demand for all loss, expense or damage resulting therefrom.

### 11. COMMISSIONS AND EXPENSES

11.1. Bonhams shall be entitled to deduct a Commission of 10% plus TVA at the prevailing rate and Expenses from the Hammer Price.

11.2. The Seller acknowledges Bonhams' right to retain the Premium payable by the Buyer in accordance with Condition 23.4.

### 12. RESERVE PRICES

12.1. Monegasque law does not allow a minimum reserve price to be fixed, namely a "Reserve". Consequently, Bonhams may in order to protect the interest of the Seller bid in the Name of and on behalf of the Seller and may buy back the Lot, should the amount of the other bids not be equal to or greater than the amount agreed upon by the vendor and Bonhams - the "minimum hammer price".

12.2. If no minimum hammer price has been agreed between Bonhams and the vendor, Bonhams shall in no way be held liable should the Lot be purchased for a price below any lowest estimated value of the Lot given in the catalogue.

12.3. Where the minimum hammer price as agreed is quoted in a currency other than € the sum will be calculated at the closing rate of exchange quoted to Bonhams by HSBC at close of business on the last banking day before the date of the auction.

12.4. The € equivalent of the foreign currency minimum hammer price calculated in accordance with 12.3 above may at Bonhams' absolute discretion be increased or reduced during the course of bidding to the nearest multiple of € by which the bidding is being advanced.

12.5. The Seller authorises Bonhams to accept bids of less than the amount of the agreed minimum hammer price provided that for the sole purpose of determining any amounts due to or from the Seller under these Conditions the hammer price for any Lot sold at less than the agreed minimum hammer price will be deemed to have been the full amount of the agreed minimum hammer price and not the lower price at which the Lot was actually sold.

### 13. SALE PROCEEDS

13.1. Bonhams shall pay the Sale of Proceeds to the Seller not later than 21 days after the date of the auction providing that the Purchase Price has been received by Bonhams.

13.2. If the Purchase Price has not been received by Bonhams within the time specified in Condition 13.1. Bonhams will pay the Sale Proceeds within 7 working days after the date on which the Purchase Price is received from the Buyer.

13.3. If the Buyer fails to pay the Purchase Price within 21 days of the date of the auction, Bonhams will notify the Seller who will instruct Bonhams as to the appropriate course of action and if in the opinion of Bonhams such action is practicable it will endeavour to assist the Seller to recover the Purchase Price but Bonhams shall be under no obligation to institute proceedings in its own name.

13.4. If before the Purchase Price is paid in full by the Buyer, Bonhams pays the Seller an amount equal to the Sale Proceeds, property in the Lot shall pass to Bonhams.

13.5. In the case of non-resident Sellers, subject to any Exchange control Regulations prevailing at the date of the sale, the Sale Proceeds will be paid to the Seller in such currency available to Bonhams as may be agreed provided that the Seller specifies to Bonhams in writing before the date of the auction the currency selected. The sum to be paid to the Seller shall be calculated at the rate of exchange applicable to the Proceeds of Sale quoted to Bonhams by HSBC on the date of the auction, the certification in writing by Bonhams as to such rate being conclusive. If no currency is specified and agreed, the Proceeds of Sale will be paid in €.

## 14. WITHDRAWAL COMMISSION

14.1. It is acknowledged by the Seller that any Lot will be an important item in the Sale and will substantially enhance interest of the Sale to buyers and potential buyers and that the withdrawal of the Lot from the Sale by the Seller will have a serious and damaging effect on the Sale. Accordingly, in the event that the Seller withdraws his authority for Bonhams to sell the Lot at the Sale at any time the Seller shall pay to Bonhams a withdrawal commission of 20% calculated by reference to the minimum hammer price as set out in Clause 12.1. together with TVA chargeable thereon and any expenses incurred. Where no minimum hammer price has been agreed a charge of 20% calculated on the insurance value, as determined by Bonhams, together with any TVA and Expenses shall become payable.

14.2. In the event that the seller withdraws his authority for Bonhams to sell the Lot, the Seller shall arrange for the collection and removal of the Lot at his own expense on or before two working days after the date of withdrawal.

## 15. INSURANCE

15.1. Sellers are reminded that Lots are not insured by Bonhams whilst in Bonhams' custody.

15.2. Sellers are advised to take out an insurance policy covering loss, theft, destruction or damage to Lots while they are in Bonhams' custody. Bonhams accepts no responsibility whatever for Lots in its custody.

15.3. Sellers may request Bonhams to insure Lots in its custody, in which case Bonhams will charge Sellers 1% + TVA of the amount insured. The amount insured does not constitute and shall not be relied upon by Sellers as constituting a representation, warranty or guarantee as to the value of the Lot or that a Lot will, if and when sold by Bonhams, be sold for the amount insured.

15.4. If the Seller has in force a policy or policies of insurance in respect of a Lot and instructs Bonhams not to insure the Lot it shall at all times remain at the risk of the Seller who will indemnify the Huissier and Bonhams against all claims and proceedings brought against Bonhams in respect of any loss or damage to the Lot of whatsoever nature or howsoever occurring and in whatsoever circumstances.

15.5. Bonhams will not be liable for any loss or damage due to mechanical breakdown.

15.6. Bonhams will not be liable for any injury, loss or damage caused by a Lot or by the Seller who will indemnify the Huissier and Bonhams against all claims and proceedings brought against the Huissier and Bonhams in respect of such injury, loss, or damage and will reimburse the Huissier and Bonhams on demand for all payments, costs or expenses incurred or suffered by the Huissier and Bonhams as a result of such claims or proceedings.

15.7. Bonhams will not be responsible for any damage to or the loss or destruction of any Lot howsoever caused which has not been insured upon the instructions of the Seller.

## 16. RIGHTS AND DUTIES

16.1 The seller or consignee of any vehicle warrants and undertakes to Bonhams that at the date on which the vehicle is consigned to Bonhams or put under Bonhams' control, it is:

a) In roadworthy condition and complies with all the regulations applying in the country where the vehicle is registered.

b) Insured against all loss and damage so that it may be driven by servants and agents of Bonhams, with no possibility that the latter may in any case be held responsible in the event of loss or damage.

## 17. UNSOLD LOTS

It is the seller's responsibility to check if his lot has been sold.

Lots bought in or otherwise unsold by auction must be collected at the Seller's expense within the period of 24 hours after receipt by the Seller of notice from Bonhams requiring him to collect the object, or according to the General Information: Collection of Lots section. Upon the expiry of such period Bonhams shall have the right to sell such Lots by public or private sale and on such terms as it thinks fit and to deduct from the Proceeds of Sale any sum owing to Bonhams including (without limitation) removal, storage, and insurance expenses, and all other reasonable expenses before remitting the balance to the Seller. Lots returned at the Seller's request shall be returned at his risk and expense and will not be insured in transit unless Bonhams is otherwise instructed by the Seller. In this Condition the word Seller includes a consignee of property and the expression Proceeds of Sale shall have the same meaning in relation to a sale by auction as to a sale by private treaty.

## 18. PHOTOGRAPHY AND ILLUSTRATIONS

Bonhams will have the right to photograph and illustrate any Lot and to use such photographs and illustrations supplied by the Seller at its discretion whether or not in connection with the auction.

## 19. BONHAMS' DISCRETION

Bonhams shall have absolute discretion in the performance of its duties and shall be entitled without limitation to refuse any bid for any Lot or to withdraw any Lot from the Sale and shall not be liable to the Seller for any loss or damage arising from the exercise of its rights.

## 20. SELLER'S FISCAL DOMICILE

The Seller shall give Bonhams all necessary information as to his fiscal domicile and the origin of the Lot to be sold which he guarantees will be correct and upon which Bonhams shall be entitled to rely.

## BUYERS' CONDITIONS

### 21. BIDDER REGISTRATION

21.1. Any person wishing to bid shall prior to the Sale, obtain from Bonhams a "Bidder Registration Form". Such person shall also give to Bonhams all relevant details regarding his identity together with his banking details and shall hand to Bonhams a formal document of identity. The form must be completed, signed and dated and handed to Bonhams prior to the sale and a registration number will be given to each potential bidder. Bidders are only permitted to bid when they have been allocated an identification number and are in possession of a sale catalogue which contains the conditions of this sale. Bidders should note that this sale is expressly held on, and subject to, the Conditions of Sale in the sales catalogue which each bidder, by making a bid, automatically, acknowledges that he or she has read, understood and accepted.

### 22. THE HUISSIER

22.1. The Sale shall be conducted by the Huissier in Monaco, who will accept the successful bids, ensure that the bids are properly made and generally maintain order at the Sale.

22.2. The Huissier shall have the right at his/ her sole discretion and without having to justify his/ her decision to proceed with or terminate the Sale, to withdraw one or several Lots, to accept or refuse a bid, to divide or combine or withdraw any Lot.

22.3. The Huissier will be entitled to take any decision in order to settle any dispute during the Sale.

22.4. The Huissier and Bonhams expressly reserve their right prior to the opening of the Sale and prior to the auction of any Lots to make any announcements in respect of amendments, descriptions, statements or any matter contained in the catalogue or in the General Conditions of Sale. Such amendments will bind the bidder.

22.5. Prior to the sale the Huissier will inform bidders of the conditions attached to successful bids and notably the additional fees to be incurred.

22.6. The Huissier may accept any bid from any person attending the Sale. The Huissier will also be entitled to take instructions from bidders not attending the Sale, so long as such instructions have been given or are given to the agents of Bonhams by telephone, fax or telex, or by any written instruction agreed by Bonhams and the Huissier. Bonhams and the Huissier will not accept liability in any circumstances for any negligence, mistake or default whatsoever in the execution of the instructions received. Bonhams and the Huissier shall in no circumstances be held responsible for the non-performance for whatever reason of an instruction which has been given to them.

## 23 BIDDING

23.1. All bids will be made in €. Bonhams reserves the right to set up a currency conversion table but shall not be responsible, should such table not function or should there be a display error. The final bid price declared by the Huissier shall be the only one accepted. Bonhams also reserves the right to organise a simultaneous translation service. Bonhams shall not accept liability for any errors in this translation system and only the final bid price as declared by the Huissier shall be accepted.

23.2. Every bidder shall be deemed to be acting as principal, unless he has at least 48 hours prior to the auction expressly informed Bonhams in writing that he is acting on behalf of a third party, and such third party has been agreed by Bonhams in writing.

23.3. Should a dispute arise in connection with the third party, the bidder and the third party shall both be held responsible for the bid.

23.4. The vendor is not allowed to bid on his own lot.

## 24. SUCCESSFUL BIDS

24.1. The last and highest bidder accepted by the Huissier will be declared the Buyer. He must pay in cash, in accordance with the terms hereafter set out.

24.2. On the fall of the hammer, the Buyer will immediately give to Bonhams employees the registration number allotted to him. Bonhams or the Huissier expressly reserve the right at their sole discretion to re-offer the Lot for sale without any possible claim by the last bidder.

24.3. Should a dispute arise, the Huissier as public officer ("Officier Publique") shall be entitled to cancel the sale and to immediately re-sell the relevant Lot by auction.

24.4. In addition to the Hammer Price, Buyers must pay the following premiums:

25%+TVA on the first €30,000 of the hammer price,  
20%+TVA from €30,000 - €500,000 of the hammer price and 12%+TVA on the amount thereafter for all Automobilia and Wristwatch Lots

15%+TVA of the hammer price for all Lots in the Motor Car section of the Sale

24.5. TVA and or duty, where applicable, will be payable on the Hammer Price by a French or Monegasque Buyer where they have not previously been paid on the Lot.

## 25. PAYMENT

25.1. The hammer price and the amount thereon mentioned in 24.4. must be paid immediately in cleared funds; the Seller however gives Bonhams and the Huissier the right, at their sole discretion, to allow the Buyer to pay the hammer price and the additional fees mentioned above by a bank transfer. In any case payment must be made not later than 12 noon on the next banking day following the sale at the Monegasque bank of Bonhams. Bonhams accepts payment in cash up to a maximum of €5'000.- Cheques are also accepted, but goods will only be released once the cheque has been cleared. This will incur storage fees for the buyer's account.

25.2. Subject to clause 27.5. below, if the successful bidder fails to execute part or all of his obligations under the present conditions, in particular if he fails to pay the Hammer Price in addition to costs or only makes part payment within 24 hours of the sale, provided that the Lot was not immediately re-offered for sale during the course of the auction, Bonhams reserves the right at its sole discretion to take any of the following actions:-

- declare the sale void without having to apply to court and to withdraw the item from sale;
- claim as a compensatory and definitive penalty 0.5% per day of the sale price or the amount together with costs still unpaid until payment is made in full;
- claim damages, and interest by way of compensation and the said damages will cover not only the loss resulting from the resale of the vehicle in question, but also the costs incurred in relation to such sale as well as the damage suffered by Bonhams;
- charge interest at an annual rate of 16% on the amount of the sums owing;
- set off the amount of sums owing against any sums held or to be held by Bonhams on behalf of the Buyer.

## 26. TRANSFER OF OWNERSHIP

The transfer of ownership of the Lot to the Buyer shall only take place once full payment of the hammer price and the additional fees mentioned above have been made. However, on the fall of the hammer, all risks relating to the vehicle will be transferred without reserve to the Buyer.

## 27. BUYERS RESPONSIBILITIES

27.1. Without limitation of the following, the last bidder shall be solely responsible for loss, theft, partial or total destruction and for any damage arising between the successful bid and the transfer of ownership following payment in full of the hammer price and additional fees.

27.2. The successful bidder must arrange at his own cost for the removal of the Lot, once ownership has been transferred to him, in accordance with clause 26 within 48 hours of the sale.

27.3. The successful bidder must bear all the storage and insurance costs paid in advance by Bonhams, for the period between the fall of the hammer and payment of the sale price and fees (transfer of ownership); such costs to be paid at the same time as the sale price and fees.

27.4. The Buyer shall be responsible for complying with any formalities required by law, of whatever nature, for the use of the vehicle on the road in accordance with the current law, both in Monegasque territory and in France. The successful bidder shall be deemed to know the applicable regulations and neither Bonhams nor the Huissier shall be in any case held responsible for failure of the successful bidder to comply with such formalities.

27.5. Where the Buyer fails to collect the Lots in the period stipulated in 27.2, Bonhams reserves the right to arrange for collection of the Lots at the cost and risk to the Buyer and have it shipped on the same terms to Great Britain or to such other country as indicated by the Buyer.

27.6. The buyer is responsible for verifying any documents relating to any car upon which he wishes to bid prior to the auction.

## 28. CATALOGUE DESCRIPTIONS

The description and the information contained in the catalogue are given for guidance only and neither Bonhams nor the Huissier guarantee their accuracy. Lots are sold at the Buyer's risk and no warranty is given as to the description, the origin, the date, the age, the provenance, the genuineness or the hidden defects of any Lot. The Lots are sold in the state in which they are at the time of the sale and no claim may be brought against the Huissier or Bonhams in respect of any undisclosed fault or defect whatsoever affecting the purchased Lot. Prospective bidders must be responsible for checking, prior to the auction and during the public exhibition of the Lots to be sold, the state, the quality and the genuineness of such Lots.

## 29. EXPORT OF LOTS

As Monaco is part of the French customs union, exports outside Monaco are subject to the same regulations as those existing in France. Any vehicle which comes from the customs union may be collected upon presentation of a receipt for payment of the purchase price. However, if the successful bidder intends to export the vehicle outside the customs union, he will be solely responsible for taking the necessary steps therefore and complying with the formalities required by law. Bonhams and the Huissier shall in no circumstances accept responsibility for the non-compliance with such formalities.

## 30. BONHAMS AS PRINCIPAL

Bonhams acts as agent for its principal who has authorised it to sell one or more Lots. In such capacity neither Bonhams nor the Huissier will be party to any contract which binds their principal, the Seller, to the Buyer. Bonhams and the Huissier do not accept any liability if one of the parties to the contract fails to fulfil any of the obligations.

## 31. JURISDICTION

The auction is held in accordance with the laws of Monaco and these conditions shall be governed by and interpreted in accordance with the laws of Monaco. All disputes of any description in connection with the auction or these conditions shall be determined by arbitration in Geneva, held in accordance with the rules of the International Chamber of Commerce. In case of any conflict between the French and English text of these conditions, the French text shall prevail.



## CONDITIONS GENERALES

En vue de l'introduction de la nouvelle loi anti-blanchiment (la Loi n° 1.362 du 3 août 2009 et l'Ordonnance Souveraine n° 2.318 du 3 août 2009), Bonhams a pris des mesures afin de se mettre en conformité avec la nouvelle réglementation.

Les présentes conditions sont applicables aux ventes aux enchères effectuées par Bonhams à Monaco et seront applicables mutatis mutandis à toute vente privée.

1. Dans ces Conditions, les mots et expressions

ci-dessous auront le sens suivant:

1.1. "Bonhams" - Bonhams SAM.

1.2. "Catalogue" - Toute publicité, brochure, liste des prix et autres publications.

1.3. "Dépenses" encourues à l'occasion de la vente de tout Lot - Les frais et dépenses supportés par Bonhams pour les assurances, les illustrations, la publicité particulière, l'emballage, le transport et tous autres frais et toute TVA en rapport.

1.4. "Le Prix d'Adjudication" - Le prix en € auquel le Lot est adjugé à l'Acheteur.

1.5. "Lot" - Tout article déposé avec l'intention qu'il soit vendu aux enchères.

1.6. "Prix d'Achat" - Le Prix d'Adjudication plus tous frais, TVA, frais additionnels et dépenses en € dus par un Acheteur en défaut conformément à la clause 24.

1.7. "Produit de la vente" - Le montant net dû au Vendeur consistant du Prix d'Adjudication moins la commission du Vendeur de 10%, toute TVA en rapport, Dépenses et tout autre montant dû par le Vendeur à Bonhams en quelque capacité que ce soit et généré de quelque façon que ce soit.

1.8. "TVA" - Taxe sur la Valeur Ajoutée.

1.9. "Frais" - En sus du prix d'adjudication, l'acheteur devra payer des frais de 25% plus TVA sur les lots d'automobiles. Les frais sur tous les autres lots seront de 15% plus TVA.

2. Bonhams vend au titre de mandataire pour le Vendeur et n'est aucunement responsable des fautes commises par le Vendeur ou l'Acheteur.

3. Malgré les efforts déployés pour assurer l'exactitude de la description de chaque Lot du Catalogue, Bonhams ne garantit pas qu'une telle description soit exacte. Toute déclaration, qu'elle soit imprimée dans le Catalogue ou non, en relation avec, sans limitation, l'authenticité, la provenance, l'origine, l'âge, la date, la condition, le prix de vente estimé, ou la qualité de tout Lot, n'est que l'affirmation d'une opinion et, ni Bonhams, ni ses préposés ou mandataires ne seront tenus responsables pour l'exactitude de toute opinion donnée. Aucune personne n'est autorisée par Bonhams à faire quelle que déclaration si elle n'est déjà imprimée dans le Catalogue.

4. Bonhams, s'il en reçoit les instructions par un Acheteur potentiel, peut accepter des enchères pour son compte, étant entendu que ni Bonhams ni ses employés ou mandataires ne seront tenus responsables pour négligence ou erreur dans l'exécution des ordres ou pour non exécution de tels ordres.

5. Bonhams se réserve le droit, à son entière discrétion, de refuser à toute personne l'admission dans ses locaux ou la présence à ses ventes aux enchères.

6. L'huissier se réserve le droit, à son entière discrétion, de refuser une enchère, de diviser tout Lot, de réunir deux ou plusieurs Lots, de retirer de la vente aux enchères tout Lot et en cas de conflit de remettre à nouveau tout Lot à la vente et d'augmenter les enchères comme il ou elle lui convient.

7. Bonhams ne sera aucunement tenu responsable de toute blessure, dommage ou perte subis par toute personne alors qu'elle se trouve dans les locaux de la vente d'exposition et de vente de Bonhams sauf en cas de décès ou blessures personnelles causés par la négligence de Bonhams, ses employés et mandataires.

8. Tout avis de Bonhams adressé au Vendeur, Acheteur ou Acheteur potentiel ou toute autre personne peut être délivré par porteur ou envoyé par courrier postal, télex ou télécopie et sera présumé reçu,

(a) au moment de la livraison si délivré par porteur;

(b) dans les 2 heures suivant la transmission au cours d'une journée ouvrable si envoyé par télex ou télécopie;

(c) dans les 48 heures suivant la date d'affranchissement, si le courrier est en provenance du pays même et dans les 7 jours s'il est en provenance de l'étranger.

9. 9.1. Toute transaction soumise aux présentes Conditions et toute question y afférente seront réglées par la loi monégasque et toutes les parties concernées se référeront à la juridiction non exclusive des tribunaux monégasques.

9.2. Les droits de reproduction de tout écrit et illustration se référant aux Lots seront et resteront en tout temps la propriété absolue de Bonhams et ne pourront être utilisés même partiellement par toute personne sans le consentement écrit préalable de Bonhams.

## CONDITIONS DU VENDEUR

### 10. GARANTIE DU VENDEUR.

10.1. Le Vendeur garantit à l'huissier, à Bonhams et à l'acheteur qu'il est le véritable propriétaire du Lot ou qu'il en est un mandataire dûment autorisé et qu'il est en mesure de transférer la pleine propriété du Lot, libre de tout privilège, gage et charge au profit d'un tiers.

10.2. En ce qui concerne les Lots importés en France et à Monaco pour vente aux enchères, le Vendeur garantit à l'huissier, à Bonhams et à l'acheteur, qu'il a accompli toutes les formalités relatives à l'exportation de tels Lots de leur pays d'origine ou de tout autre pays intermédiaire et à leur importation en France et à Monaco, y compris (sans limitation) le paiement de tout droit et taxe s'y référant, et l'obtention de toute licence, permis, ou autre autorisation nécessaire à cette exportation et importation.

10.3. Le Vendeur dédommagera l'huissier, Bonhams et l'acheteur contre toutes réclamations faites ou procédures intentées dans le cas de violation de la part du Vendeur de la clause 10.1 ou 10.2 et remboursera à l'huissier, à Bonhams et à l'acheteur sur demande, toute perte, dépense, ou dommage en résultant.

### 11. COMMISSION ET DEPENSES

11.1. Bonhams sera autorisée à prélever sur le Prix d'Adjudication une commission de 10% plus TVA au taux en vigueur et Dépenses.

11.2. Le Vendeur reconnaît à Bonhams le droit de retenir les Frais payables par l'Acheteur conformément à la clause 23.4.

### 12. PRIX DE RESERVE

12.1. La loi monégasque ne permet pas de fixer un prix minimum, dit "Prix de Réserve".

En conséquence, Bonhams, afin de garantir les intérêts du Vendeur, pourra enchérir au nom et pour le compte du Vendeur et racheter le Lot dans le cas où les autres enchères ne seraient pas égales ou supérieures au montant arrêté d'un commun accord entre le Vendeur et Bonhams ("le Prix Minimum d'Adjudication").

12.2. Si aucun Prix Minimum d'Adjudication n'a été arrêté entre Bonhams et le Vendeur, la responsabilité de Bonhams ne sera en aucun cas engagée si le Lot se trouve être adjugé à un prix inférieur à l'estimation basse du Lot figurant au Catalogue.

12.3. Si le Prix Minimum d'Adjudication convenu est exprimé dans une devise autre que l'euro, la somme sera calculée suivant le taux de change à la fermeture, fourni à Bonhams par la HSBC le dernier jour ouvrable bancaire avant la date de la vente aux enchères.

12.4. L'équivalent en € du Prix Minimum d'Adjudication en devise étrangère calculé suivant le paragraphe 12.3 ci-dessus peut être augmenté ou diminué, pendant l'enchère, au multiple le plus proche en euro selon l'évolution de l'adjudication.

12.5. Le Vendeur autorise Bonhams à accepter des enchères inférieures au montant du Prix Minimum d'Adjudication convenu à condition que, dans le seul souci de déterminer les montants dus par ou au Vendeur aux termes de ces Conditions, le Prix d'Adjudication pour tout Lot vendu au-dessous du Prix Minimum d'Adjudication convenu sera estimé être égal à la totalité du Prix Minimum d'Adjudication convenu et non pas au prix inférieur auquel le Lot a été effectivement vendu.

### 13. PRODUIT DE LA VENTE

13.1. Bonhams paiera au Vendeur le Produit de la Vente au plus tard 21 jours après la date de la Vente et sous réserve que Bonhams ait reçu le Prix d'Achat de l'Acheteur.

13.2. Si à la date d'échéance spécifiée à l'article 13.1, Bonhams n'a pas reçu le Prix d'Achat, Bonhams paiera alors le Produit de la Vente dans les 7 jours ouvrables suivant la date à laquelle le Prix d'Achat aura été reçu de l'Acheteur.

13.3. Si l'Acheteur n'a pas payé le Prix d'Achat dans les 21 jours suivant la date de la Vente, Bonhams en notifiera le Vendeur qui donnera ses instructions à Bonhams quant à la démarche appropriée à suivre, et si Bonhams considère qu'une telle démarche est praticable il assistera le Vendeur pour le recouvrement du Prix d'Achat, mais étant entendu que Bonhams ne sera pas dans l'obligation d'entamer des poursuites en son propre nom.

13.4. Si avant que le Prix d'Achat ne soit payé intégralement par l'Acheteur, Bonhams paie au Vendeur un montant égal au Produit de Vente, la propriété du Lot passera à Bonhams.

13.5. Dans le cas de Vendeurs non résidents, sous réserve de la réglementation du contrôle des changes applicable à la date de la Vente, le Produit de la Vente sera payé au Vendeur en une devise convenue et dont Bonhams dispose sous réserve que le Vendeur spécifie la devise choisie par écrit à Bonhams avant la date de la vente aux enchères. Le montant devant être versé au Vendeur sera calculé à l'aide du taux de change applicable au Produit de la Vente fourni à Bonhams par la HSBC à la date de la vente aux enchères, le certificat écrit de Bonhams quant à ce taux tant concluant. S'il n'est spécifié ou convenu d'aucune devise, le Produit de la Vente sera payé en €.

## 14. COMMISSIONS POUR LOTS RETIRÉS

14.1. Le Vendeur reconnaît que chaque Lot constitue une partie importante de la Vente et augmente de façon substantielle l'intérêt de la Vente pour les Acheteurs potentiels et que le fait de retirer le Lot de la Vente portera à celle-ci un sérieux préjudice. Par conséquence, si le Vendeur retire à tout moment à Bonhams l'autorité de vendre le Lot à la Vente, le Vendeur paiera à Bonhams une commission de retrait de 20% calculée sur le montant du Prix Minimum d'Adjudication tel qu'il est calculé conformément à l'article 12.1 avec la TVA facturable et toutes Dépenses encourues deviendront exigibles. Si aucun Prix Minimum d'Adjudication n'a été arrêté, des frais de 20% calculés sur le montant qui aura été évalué pour frais d'assurance tels qu'établi par Bonhams, avec la TVA et toutes Dépenses, seront exigibles.

14.2. Si le Vendeur retire à Bonhams l'autorité de vendre un Lot, le Vendeur prendra ses dispositions pour que la voiture soit retirée à ses frais dans les deux jours ouvrables suivant la date du retrait.

## 15. ASSURANCE

15.1. Les Lots mis en consignation chez Bonhams ne sont pas assurés par Bonhams.

15.2. Il est vivement conseillé aux Vendeurs de souscrire une assurance couvrant la perte, le vol, la destruction ou le dommage tant que les Lots sont en consignation chez Bonhams. Bonhams ne sera en aucun cas tenu responsable des Lots en consignation chez eux.

15.3. Les Vendeurs ont la possibilité de demander à Bonhams de souscrire une assurance pour les Lots consignés, auquel cas le Vendeur paiera à Bonhams le 1% + TVA de la valeur assurée. En aucun cas la valeur assurée ne constituera une estimation ou une garantie quant à la valeur actuelle du Lot ou à la possibilité de le vendre pour la valeur assurée.

15.4. Si le Vendeur a une ou plusieurs polices d'assurance couvrant un Lot, et s'il ne donne aucune instruction à Bonhams d'assurer ce Lot, celui-ci restera à tout moment aux risques et périls du Vendeur qui dédommagera l'huissier et Bonhams contre toutes réclamations faites ou procédures intentées contre Bonhams pour toute perte ou dommage quel qu'il soit subi par le Lot, et quelles qu'en soient les circonstances.

15.5. Bonhams ne sera pas tenu responsable de toute perte ou dommage causé par une panne mécanique.

15.6. Bonhams ne sera pas responsable de toute blessure, perte ou dommage causé par tout Lot ou par le Vendeur et celui-ci dédommagera l'huissier et Bonhams contre toutes réclamations faites ou procédures intentées contre l'huissier et Bonhams du fait d'une telle blessure, perte ou dommage et remboursera l'huissier et Bonhams sur demande de tous paiements, frais ou dépenses résultant desdites réclamations et procédures et qui auront été encourus par l'huissier et Bonhams.

15.7. Bonhams ne sera pas responsable de tout dommage, perte ou destruction de tout Lot que le Vendeur ne lui aura pas donné instructions d'assurer.

## 16. DROITS ET OBLIGATIONS

16.1. Le Vendeur ou toute personne confiant un véhicule à la vente, certifié et s'engage auprès de Bonhams qu'à la date où Bonhams est mandaté pour mettre en vente le véhicule ou que celui-ci est physiquement confié à Bonhams, que le véhicule est :

a) en état de rouler et conforme avec toutes les réglementations du pays dans lequel il est immatriculé.

b) assuré contre tous dommages et pertes couvrant également les employés ou agents de Bonhams, sans possibilité que ces derniers soient tenus responsables en cas de dommages ou pertes.

## 17. LOTS INVENDUS

Le vendeur se doit de vérifier si son lot a été vendu.

Les lots rachetés ou autrement non vendus par vente aux enchères doivent être enlevés aux frais du Vendeur dans les 24 heures suivant la réception par le Vendeur d'un avis de Bonhams lui demandant d'enlever le bien ou selon la section du catalogue "Renseignements Généraux".

A l'expiration d'une telle période, Bonhams aura le droit de vendre de tels Lots par vente publique ou privée aux conditions qui lui conviennent et de déduire du Produit de la Vente toutes sommes dues à Bonhams en incluant (sans limitation) les frais d'enlèvement, d'entrepôt et d'assurance et tous autres frais raisonnables, et ceci avant de remettre le solde au Vendeur. Les Lots retournés à la demande du Vendeur seront retournés à ses risques ainsi qu'à ses frais et ne seront pas assurés en transit à moins que Bonhams ne reçoive des instructions contraires du Vendeur. Dans cette clause le mot "Vendeur" comprend un expéditeur de biens et l'expression "Produit de la Vente" aura le même sens pour une vente privée que pour une vente aux enchères.

## 18. PHOTOGRAPHIE ET ILLUSTRATION

Bonhams se réserve le droit de photographier et d'illustrer tout Lot et de faire usage de telles photographies et illustrations, ainsi que de celles que le Vendeur à sa discrétion lui aura fournies, qu'elles se rapportent ou non à la vente aux enchères.

## 19. DISCRETION DE BONHAMS

Bonhams pourra exercer ses fonctions à sa pleine discrétion et se réserve le droit sans limitation de refuser une enchère pour une voiture ou de retirer une voiture de la Vente et le Vendeur ne pourra pas engager la responsabilité de Bonhams pour toute perte ou dommage subis du fait de l'exercice par ce dernier de ses droits.

## 20. DOMICILE FISCAL DU VENDEUR

Le Vendeur devra fournir à Bonhams toutes les informations nécessaires quant à son domicile fiscal et l'origine du Lot devant être vendu, qu'il garantit être véridique et sur lesquelles Bonhams pourra se fier. **ENREGISTREMENT DES ENCHERISSEURS**

21. Toute personne désireuse d'enchérir sera tenue, et devra avant la Vente, remplir auprès de Bonhams un "formulaire d'enregistrement". Elle remettra à Bonhams une pièce d'identité ainsi que ses références bancaires. Le formulaire dûment rempli, signé et daté sera remis à Bonhams avant que la Vente ne commence et un numéro d'enregistrement sera affecté à chaque enchérisseur potentiel. Un enchérisseur n'est admis à enchérir que contre remise d'un numéro d'identification et à la condition qu'il soit en possession du catalogue de la vente, qui contient les présentes conditions de vente auxquelles Bonhams se réfère expressément. Le fait d'enchérir impliquera automatiquement pour l'enchérisseur qu'il aura lu, compris et accepté lesdites conditions de vente.

21.1 Les enchérisseurs noteront que cette vente est conduite selon les présentes conditions générales de vente imprimées dans le catalogue et que le fait d'enchérir impliquera automatiquement pour l'enchérisseur qu'il aura lu, compris et accepté lesdites conditions de vente.

## 22. L'HUISSIER

22.1. La Vente s'effectuera par un Huissier de justice à Monaco qui prononcera les adjudications, s'assurera que les enchères sont correctement effectuées, et plus généralement prendra toutes les mesures nécessaires au maintien de l'ordre au cours de la Vente.

22.2. L'Huissier se réserve le droit à sa seule discrétion, et sans obligation de motiver sa décision, de poursuivre ou d'arrêter la vente, de retirer un ou plusieurs Lots, d'accepter ou de refuser une enchère, de procéder à toute division, réunion ou retrait de Lot.

22.3. D'une manière générale, l'Huissier a toute compétence pour prendre toute décision afin de régler tout litige surgissant lors de la vente.

22.4. L'Huissier et Bonhams se réservent expressément le droit de faire toute déclaration, avant l'ouverture de la Vente ou préalablement à la mise aux enchères du Lot, constituant des modifications, des descriptions, déclarations, mentions au catalogue ou des présentes Conditions Générales de Vente; ces modifications s'imposeront à l'enchérisseur.

22.5. L'Huissier fera connaître aux enchérisseurs, avant que la vente ne commence, les conditions des adjudications et notamment les frais additionnels à encourir.

22.6. L'Huissier pourra accepter des enchères de toute personne présente dans la salle. Il pourra prendre également des ordres d'enchérisseurs non présents dès lors qu'ils auront été donnés aux préposés de Bonhams par téléphone, télécopie, télex ou tout ordre écrit et agréé par l'Organisateur et l'Huissier. En aucun cas ces derniers ne pourront être tenus responsables en cas de négligence, erreur ou faute quelconque dans l'exécution des ordres reçus. En tous les cas, Bonhams et l'Huissier ne pourront être tenus responsables de l'inexécution pour quelque raison que ce soit, d'un ordre qui leur serait parvenu.

## 23. ENCHÈRES

23.1. Les enchères sont effectuées en €. Bonhams se réserve la possibilité d'installer un tableau de conversion de devises mais dégage toute responsabilité dans le cas de non fonctionnement ou d'erreur d'affichage; seul le montant de la dernière enchère tel qu'exprimé par l'Huissier devrait être pris en considération. Bonhams se réserve également le droit d'organiser un service de traduction simultanée. La responsabilité de Bonhams ne saurait être recherchée du fait de la déficience de ce système de traduction et seul le montant de la dernière enchère tel qu'exprimé par l'Huissier sera pris en considération.

23.2. Tout enchérisseur sera considéré et présumé avoir agi pour son propre compte, à moins que, avant la Vente, il n'ait expressément porté à la connaissance de Bonhams, par écrit, qu'il agissait pour le compte d'un tiers et que ce tiers ait été agréé par Bonhams.

23.3. En cas de contestation de ce tiers, l'enchérisseur et le tiers seront tous deux considérés comme responsables de l'enchère.

23.4 Le vendeur n'est pas autorisé à miser sur son propre lot.

## 24. ADJUDICATION

24.1. Le plus offrant et dernier enchérisseur accepté par l'Huissier sera déclaré adjudicataire; il aura l'obligation de payer comptant selon les modalités ci-après exposées.

24.2. Au moment de l'adjudication, l'Acheteur devra indiquer immédiatement aux préposés de Bonhams le numéro qui lui a été attribué. Bonhams ou l'Huissier se réservent expressément le droit à leur seule discrétion de remettre immédiatement en vente le Lot sans recours possible du dernier enchérisseur.

24.3. En cas de litige l'officier public qu'est l'Huissier a le droit d'annuler la vente et de remettre immédiatement le Lot concerné en vente aux enchères.

24.4. les acheteurs devront payer les frais de vente suivants en sus du prix d'adjudication : 25%+TVA jusqu'à 30,000€ au marteau, 20%+TVA entre 30,000€ et 500,000€ au marteau, et 12%+TVA au-delà pour tous les lots d'Automobilia et pour les montres.

15%+TVA sur le prix au marteau pour tous les lots faisant partie de la section Automobilia de la vente.

24.5. La TVA ou tout autre droit, dans les cas où ils s'appliquent, seront dus sur le prix d'adjudication par les acheteurs français ou monégasques lorsqu'ils n'ont pas été acquittés préalablement.

## 25. PAIEMENT

25.1. Le Prix d'Adjudication et le montant susmentionné à l'article 24.4 devront être payés comptant et immédiatement; le vendeur confère cependant à Bonhams et à l'Huissier le droit d'accorder, à leur discrétion, à l'adjudicataire la possibilité de payer le prix de l'adjudication et les frais additionnels mentionnés plus haut par virement bancaire. En toute hypothèse, le règlement devra impérativement intervenir au plus tard à 12h00 du premier jour ouvrable après la Vente auprès de l'établissement bancaire monégasque de Bonhams. Bonhams accepte les paiements en espèces jusqu'à concurrence de €€5.000. Les chèques sont acceptés, mais les lots ne seront libérés qu'après encaissement, ce qui engendrera des frais d'entreposage.

25.2. En application de l'article 27.5 ci-dessous, en cas de non exécution ou d'exécution partielle des obligations mises à la charge de l'adjudicataire aux termes des présentes Conditions et notamment en cas de non paiement du Prix d'Adjudication et Frais ou en cas de paiement partiel dans le délai de 24 heures suivant la Vente, dès lors que le Lot n'aura pas été immédiatement remis en vente lors de la vacation concernée, Bonhams se réserve la faculté à sa seule discrétion d'exercer les droits et actions suivants:

- annuler l'adjudication sans recourir à une instance judiciaire et retirer l'objet de ladite vente;
- réclamer à titre de clause pénale indemnitaire et définitive un pourcentage de 0,5% par jour de retard sur le prix ou la fraction de prix et frais impayés jusqu'à complet paiement;
- réclamer des dommages et intérêts compensatoires qui devront couvrir non seulement toute perte découlant de la revente du véhicule automobile en question, mais également les frais relatifs à cette revente, ainsi que le préjudice subi par Bonhams;
- fixer sur le montant des sommes dues par l'adjudicataire un intérêt au taux de 16% par an;
- effectuer la compensation entre le montant des sommes dues par l'Acheteur avec toutes sommes détenues ou qui viendraient à l'être par Bonhams et pour le compte de l'Acheteur.

## 26. TRANSFERT DE PROPRIÉTÉ

Le transfert de propriété du Lot au profit de l'Acheteur n'aura lieu qu'après le paiement intégral du Prix d'Adjudication et des frais additionnels mentionnés plus haut. Cependant, dès l'adjudication (coup de marteau de l'Huissier), tous les risques affèrent au véhicule automobile ou au Lot seront transférés à l'adjudicataire dans leur intégralité et sans la moindre réserve.

## 27. RESPONSABILITES DE L'ACHETEUR

27.1. Sans que la liste en soit limitative, l'adjudicataire sera seul responsable de la perte, vol ou destruction partielle ou totale, ou dommages qui pourraient intervenir entre l'adjudication et le transfert de propriété après paiement intégral du Prix d'Adjudication et frais additionnels.

27.2. L'adjudicataire sera tenu de procéder ou de faire procéder à ses frais au retrait du Lot dont il sera devenu propriétaire en application de l'article 25 dans un délai de 48 heures à compter de l'adjudication.

27.3. De même, resteront à la charge de l'adjudicataire et devront être payés par celui-ci au moment du paiement du prix de vente et frais, tous les frais d'entrepôt et d'assurance qui auront été avancés par Bonhams pour la période se situant entre l'adjudication et le paiement du prix et frais (transfert de propriété).

27.4. Il appartiendra à l'Acheteur d'un véhicule automobile d'accomplir toutes les formalités nécessaires, de quelle que nature que ce soit, pour l'utiliser sur la voie publique, conformément à la législation en vigueur, tant en territoire monégasque qu'en France. L'adjudicataire étant présumé connaître cette législation, en aucun cas, Bonhams ou l'Huissier ne pourront être tenu responsable du non respect par l'adjudicataire desdites formalités.

27.5. En cas de non retrait par l'Acheteur des Lots dans le délai prévu à l'article 27.2, Bonhams se réserve le droit de faire procéder au retrait des Lots aux frais et risques de l'Acheteur ainsi que de les faire expédier aux mêmes conditions en Grande Bretagne ou dans toute autre pays que lui aura indiqué l'Acheteur.

27.6. Il aura de la responsabilité de l'acheteur de consulter, avant la vente, les documents relatifs au véhicule qu'il souhaite acquérir.

## 28. DESCRIPTIONS DU CATALOGUE

Les descriptions et informations figurant sur le Catalogue ne sont données qu'à titre strictement indicatif et Bonhams et l'Huissier n'en garantissent pas l'exactitude. La vente des Lots est faite aux risques et périls de l'adjudicataire sans garantie de la description, de l'origine, de l'époque, de l'âge, de la provenance, de l'authenticité ou des vices cachés. Les Lots sont vendus dans l'état où ils se trouvent au moment de la Vente et aucun recours ne pourra être exercé contre l'Huissier ou Bonhams, pour imperfections ou vices cachés affectant le Lot à adjuger, quelle que soit l'importance de l'imperfection ou vice. Il appartiendra aux éventuels enchérisseurs, préalablement à la Vente aux enchères, lors de l'exposition publique des Lots mis en vente, de vérifier l'état, la qualité et l'authenticité des Lots.

## 29. EXPORTATION DES LOTS

Monaco faisant partie de l'Union Douanière française, les exportations hors de Monaco subissent la même réglementation que celle existant en France. Tout véhicule provenant de l'Union Douanière ou bénéficiaire du régime de l'importation temporaire,

s'il demeure dans l'Union Douanière pourra être enlevé sur simple présentation du récépissé de paiement du Prix d'Achat. Si par contre l'adjudicataire entend exporter le véhicule hors de l'Union Douanière, il lui appartiendra, sous son entière et seule responsabilité d'accomplir toutes les démarches et formalités requises par la loi en vigueur. En aucun cas, Bonhams ou l'Huissier ne pourra être recherché pour non respect ou accomplissement desdites formalités.

## 30. MANDAT DE BONHAMS

Bonhams se trouve avoir la qualité de mandataire de son mandant qui l'aura autorisé à vendre un ou plusieurs Lots. En cette qualité, ni Bonhams ni l'Huissier ne seront parties au contrat liant leur mandant, le Vendeur, à l'Acquéreur: la responsabilité de Bonhams ou de l'Huissier ne pourra donc pas être recherchée si l'une des parties à ce contrat n'exécute pas l'une quelconque de ses obligations.

## 31. JURIDICTION

La vente aux enchères est régie par les lois en vigueur à Monaco. Les présentes conditions sont soumises et doivent être interprétées en accord avec les lois monégasques. Tous les litiges concernant la description d'un lot de cette vente ou des présentes conditions feront l'objet d'un arbitrage à Genève selon les règles de la Chambre Internationale de Commerce. En cas de conflit entre le texte des conditions de vente en français et le texte en anglais, la version française prévaudra et fera autorité.



# Bonhams Specialist Departments

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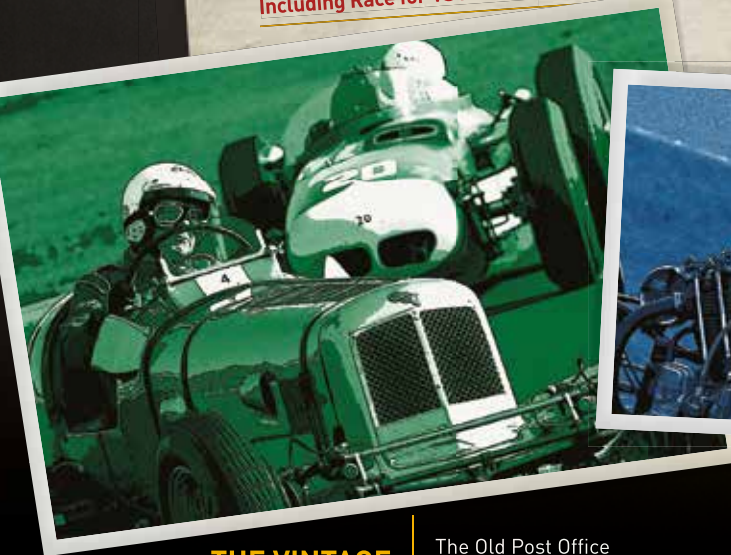
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Prénom		Nom												
Nom de la société (pour l'envoi de la facture le cas échéant)														
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EN SIGNANT CE FORMULAIRE, VOUS RECONNAISSEZ AVOIR VU LE CATALOGUE DE VENTE, AVOIR LU ET COMPRIS NOS CONDITIONS DE VENTE ET VOUS ACCEPTEZ QU'ELLES VOUS SOIENT OPPOSABLES ET VOUS ACCEPTEZ DE PAYER LES FRAIS DE VENTE, TVA ET TOUTES AUTRES CHARGES MENTIONNÉES DANS LES AVIS AUX ENCHÉRISEURS. CE CI AFFECTE VOS DROITS LÉGAUX.

Votre signature:

Date:

\*Ordre d'achat de sécurité : une enchère maximale (hors prime et TVA de l'acheteur) devant être exécutée par Bonhams au cas où nous serions dans l'impossibilité de vous joindre par téléphone ou si la connexion venait à être coupée pendant les enchères.

**N.B. Seuls les paiements provenant d'un compte dont le titulaire porte le même nom que celui indiqué sur la facture et le formulaire d'inscription aux enchères seront acceptés. Veillez envoyer par courriel ou télécopie le formulaire d'inscription aux enchères et les renseignements demandés à l'adresse suivante :**

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Bonhams SAM Le Beau Rivage, 9 Avenue d'Ostende, Monte Carlo, MC 98000 Monaco

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LOT 112

1967 MASERATI GHIBLI COUPÉ

## MOTOR CAR INDEX

Lot No	Year	Model	Lot No	Year	Model
101	1982	Finnkart 85cc SF A1	103	2013	FIAT 500 Jollycar
130	2011	Aston Martin One-77	128	1973	ISO Grifo 5.8-Litre Series II
131	1957	AC Ace Bristol Roadster	107	1958	Jaguar XK150S 3.4-Litre OTS Roadster
139	1962	Alfa Romeo Giulia SS 1600	114	1953	Jaguar XK120C 'C-Type' Sports-Racing Two-Seat Roadster
119	1929	Alfa Romeo 6C 1750 SS	136	1967	Jaguar E-Type Series 1 4.2-Litre Roadster
125	1971	Alpine A110 1600S Coupé	141	1973	Lamborghini Espada Series III
106	1991-92	Benetton-Ford B191/191B Formula 1 Racing Single-Seater	134	1980	Lancia Rally SE 037 Prototype Group B Competition Car
138	1959	Bentley S2 Continental Flying Spur Sports Saloon	115	1940	Lancia Aprilia 2nd Series Cabriolet
122	2003	BMW Z8 Roadster	112	1967	Maserati Ghibli Coupé
104	1989	BMW Z1 Roadster	121	2008	Mercedes-Benz SLR McLaren Roadster
118	1925	Bugatti Type 35 Grand Prix Two-Seater	105	1959	Moretti-Branca Formula Junior Monoposto
116	1968	De Tomaso Vallelunga	108	1987	Porsche 911 Turbo 3.3-Litre Cabriolet
110	1985	Ferrari 288 GTO	111	2006	Porsche Carrera GT
120	1965	Ferrari 275 GTS	117	1972	Porsche 911S 2.4-Litre 'Oelklappe' Targa
124	1964	Ferrari 250 GT Lusso Berlinetta	123	1976	Porsche 911 Turbo 3.0-Litre Coupé
126	1973	Ferrari Dino 246 GT Coupé	133	1973	Porsche 911 Carrera RS Touring to 'Lightweight' specification
127	1963	Ferrari 330 America Coupé	135	1988	Porsche 959 Komfort
140	1982	Ferrari 512 BB	137	1971	Range Rover 4x4
132	1994	Ferrari 512 TR	109	1968	Shelby Mustang GT-500 KR Convertible
142	1987	Ferrari Testarossa	129	1956	Talbot Lago T14 LS Spécial Coupé
102	1971	FIAT 500L Jolly Beach Car			





