

# Bonhams



## THE ZOUTE SALE<sup>®</sup>

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 11 October 2019



LOT 32

1971 MERCEDES-BENZ 280 SE 3.5 'FLACHKÜHLER' CABRIOLET



As Head of the European Motor Car Department for Bonhams it gives me very great pleasure to return to Knokke Le Zoute for the seventh auction sale in this luxurious holiday resort which is the epicentre of lifestyle and art on the Belgian seaside. My special thanks go to Count Leopold Lippens, mayor of the town and president of the Zoute Automobile Club, the town of Knokke-Heist and all of its officials and the organisers of the Zoute Grand Prix.

We have sourced an exciting and varied selection of collectors' cars of all sizes and for clients of all ages, with a particularly strong accent on quality rather than quantity and with a number lots offered without reserve allowing buyers not vendors to determine the current market correct values. Whether you are an experienced bidder wishing to enhance your collection or a first time buyer, I am confident that we offer something that will appeal to you – in addition where else in the world can you one day tell your grandchildren that you bid on and hopefully purchased the car they are driving in a spectacular tent on a beach.

In our commitment to holding this tenth Zoute Grand Prix anniversary sale here in Belgium's most prestigious seaside resort we very much wish to make a statement of our belief in the success of the previous editions and in continuing the construction of a long and rewarding partnership with the above, as well as the event partners and sponsors over the coming years and share with them a common goal of providing another rewarding experience with the very best service.

Philip Kantor  
Head of Department, Collectors' Motor Cars Europe



**THE ZOUTE SALE® - by Bonhams**

# THE ZOUTE SALE®

## Important Collectors' Motor Cars Bijzondere auto's voor verzamelaars

Knokke Le Zoute, Belgium | Friday 11 October 2019, 5.30pm  
Knokke – Het Zoute, België | Vrijdag 11 oktober 2019, 17.30 uur

### UNDER THE JURISDICTION OF

Me Alex Dockers  
Bailliff in Waregem

### BONHAMS 1793 LTD

Boulevard Saint-Michel 101  
1040 Brussels  
Belgium  
Belgian business registration no.  
841074627

Knokke Le Zoute  
Albertplein  
8300 Knokke  
Belgium

### VIEWING

Thursday 10 October  
10am to 6pm  
Friday 11 October  
from 9am to 5.30pm

### AUCTION DATE AND START TIMES

Friday 11 October 2018, 5.30pm

### CONTACT DURING THE SALE PERIOD

Tuesday 8 October to  
Saturday 12 October  
+33 (0) 1 42 61 10 11

### BUYER'S PREMIUM (Notice to Buyers)

Bonhams will charge buyers a Buyer's Premium of 15% + VAT on the final hammer price for each Lot purchased.

Some Lots may be subject to VAT on the Hammer Price as well as the Buyer's Premium.

These Lots will be marked with either a (Ω) or (+) in relation to temporary imported items.

The signs will be printed beside the relevant Lot number in the catalogue.

### Important

The sale is conducted according to the General Conditions. We advise potential bidders to familiarise themselves with the "Important Information for Buyers and Sellers" regarding customs, transport and storage.

### CATALOGUE

€50 + p&p

**SALE NUMBER:** 25565

### ONDER JURISDICTIE VAN

Me Alex Dockers  
Gerechtsdeurwaarder in Waregem

### BONHAMS 1793 LTD

Boulevard Saint-Michel 101  
1040 Brussel  
België  
Bedrijfsregistratienummer België  
841074627

Knokke - Het Zoute  
Albertplein  
8300 Knokke  
België

### BEZICHTIGING

donderdag 10 oktober  
van 10.00 uur tot 18.00 uur  
vrijdag 11 oktober  
van 09.00 uur tot 17.30 uur

### VEILINGDATUM & AANVANGSTIJD

vrijdag 5 oktober 2018, 17.30 uur

### CONTACTGEGEVENS TIJDENS DE VEILING

van dinsdag 8 oktober tot  
zaterdag 12 oktober  
+33 (0) 1 42 61 10 11

### OPGELD

(Informatie voor de kopers)  
Bonhams rekent kopers een opgeld van 15% +BTW aan op de uiteindelijke hamerprijs voor ieder gekocht kavel.

Sommige kavels kunnen onderhevig zijn aan BTW op zowel de hamerprijs als het opgeld.

Deze kavels worden gekenmerkt door ofwel een (Ω) of een (\*) met betrekking tot tijdelijk geïmporteerde objecten.

Deze tekens zullen naast het relevante kavelnummer in de catalogus worden geplaatst

### Belangrijk

De verkoop wordt gehouden onderhevig aan de algemene voorwaarden. Wij adviseren potentiële kopers om de "Belangrijke informatie voor kopers en verkopers" te lezen voor informatie over douane, transport en opslag.

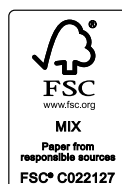
### CATALOGUS

€50 + verzendingskosten

**VERKOOPNUMMER:** 25565

Bonhams 1793 Limited  
Registered No. 4326560  
Registered Office: Montpellier Galleries  
Montpellier Street, London SW7 1HH

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+44 (0) 20 7393 3905 fax



# Notice: Collections, transport & storage

Purchases will only be released when cleared funds are received.

All vehicles must be collected from the sale venue, Albertplein, on the evening of the day of the sale, after the payment of funds.

Otherwise all vehicles will be removed to a temporary storage facility close to the sale venue by the logistics company CARS UK at your expense and at your own risk.

The uplift costs and storage costs are outlined on this page.

It is strongly advisable that overseas purchasers and absentee bidders make contingency arrangements regarding collection with Bonhams in advance of the sale.

All storage and removal charges must be paid in full prior to the vehicle's collection or onward transportation.

Payment must be arranged with **CARS UK**.

Collection is strictly by appointment only and at least 24-hours notice must be given.

Buyers should satisfy themselves that they have collected all relevant registration and log books, documents and keys relating to their Lot(s) at the time of collection.

## **ADMINISTRATION AND UPLIFT FROM ALBERTPLEIN**

€295 + VAT per motor car

## **STORAGE CHARGES**

First 14 days

€25 + VAT per motor car per day

## **IMPORTANT NOTICE**

The storage facility will remain operational until Friday 25 October 2019. 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.

## **TRANSPORT CONTACT**

CARS Europe

Hayley Dawson

+44 (0) 7943 065 813

hayley@carseurope.net

Chris Dale

+44 (0) 1284 850 950 | +44 (0) 7841 985 156

chris@carseurope.net

## **CUSTOMS**

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

CARS Europe

Adam Wyand Brooks

+44 (0) 1284 850950

+44 (0) 7860 371512 mobile

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.

# Kennisgeving: Afhalingen, transport en opslag

Aankopen worden alleen vrijgegeven nadat de betaling voldaan is.

Alle voertuigen moeten worden afgehaald bij de verkooplocatie, Albertplein, op de avond van de dag van verkoop, na betaling.

De overige voertuigen zullen voor uw rekening en op uw risico door het logistieke bedrijf CARS UK worden overgebracht naar een tijdelijke opslagfaciliteit in de buurt van de verkooplocatie. De kostenvermeerdering en de opslagkosten worden op deze pagina vermeld.

Wij adviseren buitenlandse kopers en bidders bij afwezigheid voorafgaand aan de verkoop alternatieve regelingen treffen met betrekking tot het afhalen van de goederen.

Alle opslag- en verwijderingskosten moeten voorafgaand aan het afhalen of verdere transport volledig worden voldaan.

Betalingen moeten worden geregeld met **CARS UK**.

Afhalen kan alleen plaatsvinden op afspraak en na ten minste 24 uur voorafgaande kennisgeving.

Kopers dienen zich ervan te verzekeren dat zij alle relevante registratiepapieren, logboeken, documenten en sleutels met betrekking tot hun voertuigen ongen hebben wanneer zij deze afhalen.

## **ADMINISTRATIE EN KOSTENVERMEERDERING VANAF ALBERTPLEIN:**

€295 + BTW per motorvoertuig

## **OPSLAGKOSTEN**

Eerste 14 dagen

€25 + BTW per motorvoertuig per dag

## **BELANGRIJKE INFORMATIE**

De opslagfaciliteit zal operationeel blijven tot vrijdag 25 oktober 2019. Na deze datum zullen alle niet-afgehaalde voertuigen worden verwijderd en op kosten van de klant overgebracht naar de permanente opslagfaciliteit in de UK.

## **TRANSPORT CONTACT**

CARS Europe

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chris@carseurope.net

## **DOUANE**

Voor alle inlichtingen met betrekking tot douane, administratief of juridisch, kunt u contact opnemen met

CARS Europe

Contact: Adam Wyand Brooks

+44 (0) 1284 850950

+44 (0) 7860 371512 mobile

adam@carseurope.net

## **VERZEKERING NA VERKOOP**

Kopers worden eraan herinnerd dat hun aankopen vanaf het vallen van de hamer voor hun verantwoordelijkheid zijn. Het is uw verantwoordelijkheid om ervoor te zorgen dat de gekochte goederen voldoende verzekerd zijn.

# Important information for Buyers and Sellers

## Belangrijke informatie voor kopers en verkopers

### GENERAL INFORMATION

#### Commission bids

Bonhams will execute absentee bids when instructed. Lots will be purchased as cheaply as is allowed by other bids and reserves. Please see the terms and conditions at the back of the catalogue for further details.

#### Payment

Buyers must remit the total purchase price to Bonhams no later than 12 noon on the first banking day following the auction. Purchases will only be released when payment is received in our account, and the funds have been cleared.

#### Bonhams bank details

Regent Street Branch  
250 Regent Street, London W1B 3PB

National Westminster Bank PLC  
Regent Street Branch  
250 Regent Street, London W1B 3PB  
Acc. name: Bonhams 1793 Ltd - Client account  
Currency: EUR  
Account no.: 550 / 02 / 28613430  
IBAN: GB13 NWBK 6072 1128 6134 30  
SWIFT/BIC: NWBK GB2L

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 other than the one named on the invoice.

Only Automobilia items can be paid by credit (Visa or Mastercard) or debit card at the sale, payments to a maximum of €5,000. Cash accepted up to a limit of €3,000.

#### Buyers Premium (Notice to Buyers)

Please be aware that buyers premium on all lots is 15%. 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 either an omega (Ω) or (\*) printed beside the lot number in the catalogue.

#### Bidder registration

To recognise bidders during the Sale all intending buyers are required to complete and sign a Bidder Registration Form. Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

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 auction catalogue which each bidder, by making a bid, automatically acknowledges that he or she has read, understood and accepted.

#### Insurance after the sale

Buyers are reminded that their purchases are their responsibility from the fall of the hammer. It is the responsibility of the buyer to have their lots insured. Should they not, Bonhams is not liable for any damage that may occur following the fall of the hammer.

#### Collection of Vehicles

Collection of vehicles is available by appointment only - whether you intend driving the car away from storage or using a vehicle transport company. Bonhams personnel will be on site from Friday 5 October 2018 to Saturday 6 October 2018 12pm. Thereafter, all vehicle collections must be co-ordinated via our transport representatives.

#### Collections, Transport and Storage

see Notice: Collections, transport and storage details.

#### Damage

Any viewer who damages a Lot will be held legally responsible.

### ALGEMENE INFORMATIE

#### Bieden in commissie

Indien daartoe opdracht wordt verleend kan Bonhams een bod bij afwezigheid uitbrengen. Kavels zullen voor een zo gunstig mogelijke prijs worden verkregen voor zover mogelijk door andere biedingen en limietprijzen. Zie de algemene voorwaarden op de achterkant van de catalogus voor bijzonderheden.

#### Betaling

Kopers dienen de totale aankoop prijs uiterlijk om 12.00 uur op de eerstvolgende werkdag na de veiling over te maken aan Bonhams. Aankopen worden alleen vrijgegeven nadat de betaling op onze rekening staat en de gelden zijn vrijgegeven.

#### Bonhams bank details

Regent Street Branch  
250 Regent Street, London W1B 3PB

National Westminster Bank PLC  
Regent Street Branch  
250 Regent Street, London W1B 3PB  
Acc. name: Bonhams 1793 Ltd - Client account  
Currency: EUR  
Account no.: 550 / 02 / 28613430  
IBAN: GB13 NWBK 6072 1128 6134 30  
SWIFT/BIC: NWBK GB2L

Succesvolle bidders wordt gevraagd om ervoor te zorgen dat zij hun klantnummer vermelden bij betaling.

Opgelet: internationale regelgeving tegen het witwassen van geld kan verhinderen dat Bonhams betalingen ontvangt van een persoon anders dan vermeld op de factuur.

Enkel Automobilia loten kunnen worden betaald met creditcard op de veiling met een maximum van €5,000. Contante betalingen worden geaccepteerd tot maximaal €3,000.

#### Opgeld (Kennisgeving aan kopers)

Let op dat alle gekocht kavels onderhevig zijn aan een opgeld van 15%. Dit is van toepassing op ieder gekocht kavel en is onderhevig aan BTW. Sommige kavels zijn onderhevig aan BTW op de hamerprijs evenals op het opgeld. Deze kavels worden gemerkt met ofwel een omega (Ω) of (\*) die worden afgedrukt naast de kavel in de catalogus.

#### Registratie van bidders

Om bidders tijdens de verkoop te herkennen worden alle potentiële kopers gevraagd om een Registratieformulier voor bidders in te vullen.

Klanten worden verzocht om fotografisch bewijs van identiteit te overleggen - paspoort, rijbewijs, identiteitskaart en een bewijs van adres - rekening van een nutsbedrijf, afschrift van bank of creditcard, enz. Zakelijke klanten dienen ook een kopie van hun statuten / inschrijving bij de Kamer van Koophandel in te dienen, samen met een brief waarin de persoon gemachtigd wordt om een bod uit te brengen namens het bedrijf. Nalaten om deze documenten te overhandigen kan resulteren in het niet verwerken van uw bod. Voor biedingen met een grotere waarde kan ook een bankgarantie worden gevraagd.

Bidders wordt alleen toegestaan om een bod uit te brengen nadat aan hen een identificatienummer is toegewezen en zij in bezit zijn van een verkoopcatalogus die voorzien is van de verkoopvoorwaarden. Bidders dienen op te merken dat deze verkoop uitdrukkelijk onderhevig is aan de verkoopvoorwaarden in de veilingcatalogus. Iedereieder die een bod doet verklaart automatisch dat hij/zij deze gelezen, begrepen en geaccepteerd heeft.

#### Verzekering na verkoop

Kopers worden eraan herinnerd dat hun aankopen vanaf het vallen van de hamer voor hun verantwoordelijkheid zijn. Het is de verantwoordelijkheid van de koper om ervoor te zorgen dat hun kavel verzekerd is. Indien niet dan is Bonhams niet aansprakelijk voor enige schade die op kan treden na het vallen van de hamer.

#### Afhalen van voertuigen

Voertuigen kunnen alleen op afspraak worden afgehaald, ongeacht of u het voertuig zelf wilt besturen of dat u het voertuig af laat halen door een transportbedrijf voor voertuigen. Het personeel van Bonhams is op de locatie aanwezig van vrijdag 5 oktober tot zaterdag 6 oktober 12.00 uur. Daarna moet het afhalen van alle voertuigen worden geregeld met onze transport vertegenwoordigers.

#### Afhalingen, transport en opslag

zie Kennisgeving: Afhalen, transport en opslag.

#### Schade

Iedere kijker die een kavel beschadigt wordt wettelijk aansprakelijk gesteld.

# Your contacts for this Sale

## **Bonhams 1793 Ltd**

Boulevard Saint-Michel 101  
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Contact details during the sale period  
from Tuesday 8 to Saturday 12 October:

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## **BIDS SERVICE/SALE REGISTRATIONS**

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## **ACKNOWLEDGEMENTS**

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

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Centro Documentazione Museo Alfa Romeo  
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Mathieu Damiens  
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Geert De Moor  
Aston Martin Service Dorset  
Orelie Gunst  
David Hawtin  
Leo and Jan Van Hoorick  
Mike Lang – Pylon One  
Marcel Massini  
Gregory Noblet  
Vincent Parisis  
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Erik Tuytens  
Manu Van de Ryse  
Philippe Van de Ryse  
Theo Van den Eeckhout - Exclutrans

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Lots 11, 15, 19, 20, 22, 32, 33, 36 & 45

Mathieu Damiens  
Front Cover, lots 28 & 40

Neil Fraser  
Lot 17 & 44

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Lot 30

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Lot 35

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Lots 5, 6, 10, 12, 14, 21, 24, 29, 34, 39 & 46

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Lot 9 & 18

Willem Verstraten  
Lots 7, 25, 26, 27, 31 & 41

# Worldwide Motoring contacts

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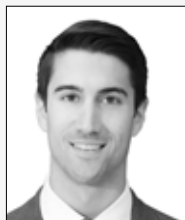
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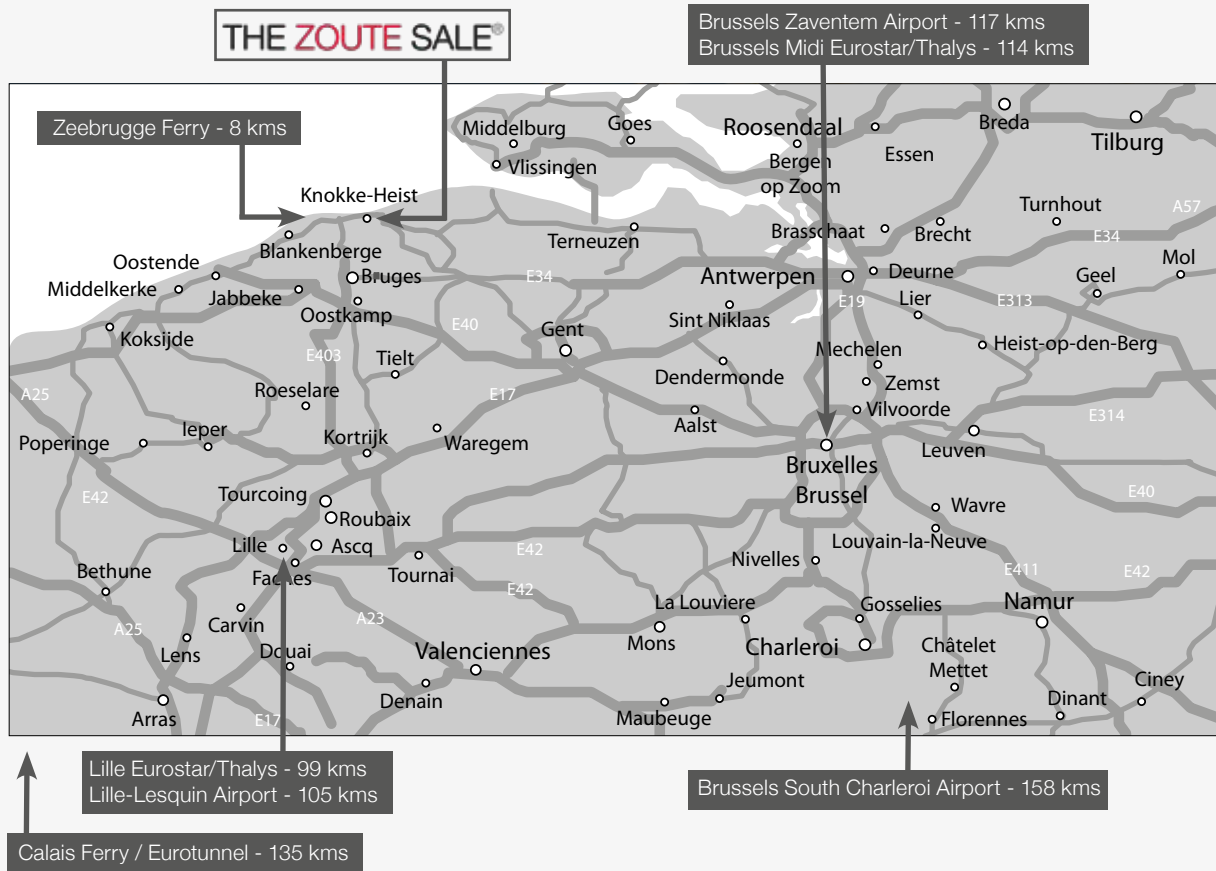
### Buyers/Sellers Accounts US

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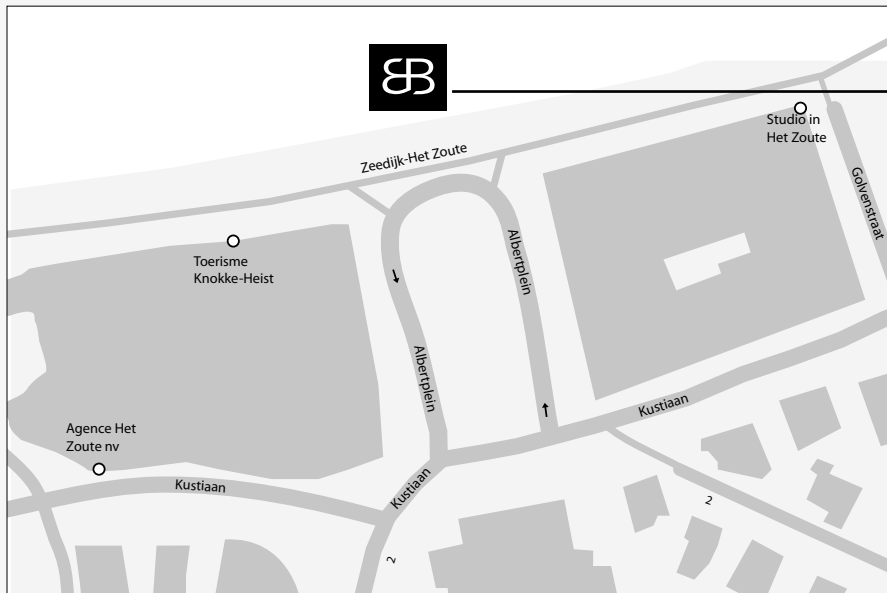
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# Directions to Knokke le Zoute, Belgium



## The Zoute Sale



**THE ZOUTE SALE**®

**THE ZOUTE SALE by Bonhams**  
 Albertplein  
 B- 8300 Knokke  
 Belgium

# Motor Cars

Lots 1 - 47

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



LOT 14

**1957 MERCEDES-BENZ 300 SL ROADSTER**



1

### FERRARI 156 F1 'SHARKNOSE' CHILD'S CAR

Offered here is a professionally built child's car modelled on one of the most iconic Formula 1 cars of all time: the Ferrari 156, commonly known as the 'Sharknose'. Built for the new 1½-Litre Formula, the V6-engined Tipo 156 is historically significant Ferrari's first successful mid-engined F1 car, and with Phil Hill driving proved good enough to secure the American ace his one-and-only World Championship in 1961. Hand built in the vendor's workshop in 2019, this miniature masterpiece is around 3m long, 1.10m wide, and 1m high. Weight is circa 120 kg. It is powered a 200cc single-cylinder four-stroke engine producing 6.5bhp, which is sufficient for a top speed of 45km/h. Mounted behind the driver's seat, the engine drives via automatic single-gear transmission and chain to the rear axle.

It has an electric starter powered by a 12v motorcycle battery, and there are two mechanical disc brakes with two separate cables for security in the unlikely event of one breaking. A kart steering wheel and steering gear is used for easy and safe control. The chassis frame is constructed of steel/wood and the body is aluminium, while the cockpit has a (fake) rev counter, a (fake) ammeter, and a working temperature gauge. Wheels are 17" diameter all round, shod with motorcycle tyres. **€6,000 - 8,000**  
**No Reserve**



2

### MERCEDES-BENZ 300 SLR 722 'STIRLING MOSS' CHILD'S CAR

Quoted in 'Mercedes' by Rainer Schlegelmilch and Hartmut Lehbrink, factory driver Peter Collins mockingly said of the 300 SLR: "Although Stirling (Moss) and I honestly tried to wreck the car by leaping over chasms, charging through walls and bumping into other cars, it somehow survived." Collins was referring to his and Moss's epic winning drive in the 1955 Targa Florio, where their factory-entered 300 SLR ran like a watch despite the enthusiastic driving of the two Englishmen. Indeed, the 300 SLR's reliability in the heat of competition was legendary.

Handmade in the UK, this child's car is modelled after the Mercedes-Benz 300 SLR driven by racing legends Moss and Collins in the 1955 Mille Miglia. It incorporates a steel chassis and features a glass-reinforced plastic body, hand-stitched leather interior, four-spoke aluminium steering wheel, and 12" steel wheels shod with pneumatic tyres. The car is powered by a 43cc two-stroke engine capable of propelling it at speeds of up to 24km/h, while other noteworthy features include a centrifugal clutch, opening bonnet and boot, and working headlights. A wonderful opportunity to own a child-sized replica of this most famous Mercedes-Benz sports-racer. **€6,000 - 8,000**  
**No Reserve**





3  
**LOTUS TYPE 49 FORMULA 1 'JIM CLARK' CHILD'S CAR**

Offered here is a child's car inspired by Jim Clark's Formula 1 Lotus 49 of 1967, a landmark design by Colin Chapman that gave the Cosworth DFV engine its first F1 victory when Clark won that year's Dutch Grand Prix at Zandvoort. The car is powered by a 120cc 8hp four-stroke engine, complete with electric starter, which drives via a three-speeds-plus-reverse semi-automatic transmission. Hydraulic brakes are by Brembo, while other noteworthy features include a stiff steel chassis; 10" alloy wheels shod with period-correct high-profile tyres; full leather interior, including the quick-release steering wheel; a stainless steel exhaust system; and a stainless steel roll-over bar. The top speed is 75km/h (47mph). A very well built and beautiful example.

€8,000 - 12,000  
 No Reserve



4  
**FERRARI 312T FORMULA 1 'NIKI LAUDA' CHILD'S CAR**

This amazing miniature masterpiece was built as an accurate commemoration of Niki Lauda's 1975 World Drivers' Championship-winning Ferrari 312T Formula 1 Grand Prix car. The 312T's most significant new feature was its transverse gearbox positioned ahead of the rear axle (hence the 'T' designation), which had been adopted by Ferrari's Chief Engineer Mauro Forghieri in order to achieve greater mass centralisation. The 3.0-litre horizontally opposed 12-cylinder engine was carried over from the preceding 312 B3 and now produced a maximum of 495bhp. After a delayed - and troubled - start to the 1975 season, the combination of Lauda and the 312T won four Grands Prix to bring the Italian manufacturer its first World Championship for 11 years.

Offered here in the year Niki Lauda sadly passed away at the age of 70, this Ferrari 312T child's car is a rare and collectible clin d'oeil to one of the greatest Formula 1 drivers in history. Boasting correct original markings, this beautiful handmade Ferrari 'Niki Lauda' child's car was professionally built in 2001 by I.C.G. Carson. The electric-start engine produces around 5bhp and drives via an automatic transmission, while the car measures 1.8 metres in length and 1.2 metres in width. A wonderful gift for the young aspiring racing driver, this unique and collectible artefact would also be the perfect exhibition piece for company offices, reception areas, hotel lobbies, private collections, or even living rooms.

€10,000 - 15,000  
 No Reserve



Manufactured in Belgium

## 1927 GILLET-HERSTAL 346CC TOUR DU MONDE

Engine no. 25196

- One of only some 427 Tour du Monde models produced
- One of only four known in Holland and Belgium
- Rare rotary-valve 2-stroke engine



Alongside FN and Saroléa, Gillet was one of Belgium's three main motorcycle manufacturers, all of which were situated in the region around the town of Herstal. The latter had become established as a thriving centre for the manufacturing of munitions, and this high-precision technology proved readily adaptable to the production of internal combustion engines towards the end of the 19th Century. FN and Saroléa had already been around for 20-or-so years before Désiré Gillet and his son Leon founded Société Anonyme des Ateliers Gillet in 1919, adding 'Herstal' to the company name to differentiate it from the French René Gillet concern.

The fledgling firm soon established a reputation for original design and sound engineering, which was further enhanced in 1926 when Robert Sexé rode a 346cc rotary-valve two-stroke Gillet-Herstal around the world, an achievement that led to the introduction of the famous Tour du Monde (Wereldtour) model, one of which was timed at 145km/h on the Recordpiste at Oostmalle, Belgium.

Gillet-Herstal's four-stroke models likewise were of very high quality, the firm being amongst the pioneers of unitary construction of engine and gearbox. The Belgian company also pursued a vigorous competitions programme, its machines being favoured by many of Europe's foremost riders including the great René Milhoux, who set many speed records on his works overhead-camshaft racer. Indeed, at one time Gillet-Herstal's advertising was able to proclaim that its machines held no fewer than 33 world records.

One of approximately 427 examples produced during 1927 and 1928, this rare Tour du Monde was sold in Holland in 1999. Restored some time ago, the machine has been kept on display by the current owner for many years. Its early history is not known. It is believed that there are only two of these Tour du Monde models remaining in Netherlands and two in Belgium, making this example a rare survivor as well as a most impressive piece of motorcycling art.

**€7,500 – 9,500**  
**No Reserve**



## 1986 AUSTIN MINI MOKE

Chassis no. TW7XKFP3285680298

- Charismatic 1960s motoring style icon
- Ideal beach car
- Automatic gearbox
- Restored in 2017
- 998cc engine



“What BMC created with the Moke was, to put it mildly, uncharacteristic of that organisation. If the Mini was arresting and advanced, the Moke was off-the-wall and utterly out-of-place.” – Chris Rees, *Complete Classic Mini*.

Like that other great cult car of the post-WW2 era - the Volkswagen ‘Beetle’ - the Mini proved amenable to all manner of imaginative interpretations by devotees, though its boldest reinvention - the Jeep-like Moke - came from BMC itself.

Conceived as a military vehicle but rejected by the Army, the Moke was redeveloped for the civilian market, deliveries commencing in 1964. The car’s open design meant that it was not the ideal vehicle for the British climate and the vast majority ended up overseas.

Sold overseas as a utility vehicle but in Britain viewed more as a fashion accessory, the Moke captured the 1960s’ spirit of freedom and self-expression more effectively than any other car. The Moke’s prominent role in Patrick McGoohan’s cult TV series *The Prisoner* has only served to maintain its popularity and today this quirky Mini variant remains highly sought after.

Strikingly finished in black with matching leather interior, this charming Mini Moke was restored in 2017 and is described by the vendor as in very good condition throughout. Affording the convenience of automatic transmission – rare in a Moke – it is ideal for having fun on the beach or cruising stylishly around the resorts of the Côte d’Azur and the top list of holiday destinations. Petrol-engined Mini Mokes becoming rare in the street view, this example is offered with Belgian ‘oldtimer’ registration papers.

**€15,000 - 25,000**

**No Reserve**



Ex-Armand Blaton

## 1967 MG MGB ROADSTER MKI

Chassis no. GHN3L88082

Engine no. 18GB-U-H 39782

- Originally 'British Racing Green' over black
- Desirable 1st series 'chrome bumper' model
- Delivered new to France



This MGB Roadster's accompanying BMIHT certificate reveals that it was built as a left-hand drive export model and that it retains matching chassis/engine numbers.

Originally finished in British Racing Green with black interior trim and matching hood – the same combination it has today – the car was completed on 13th April 1967 and delivered new to France. It left the factory equipped with wire wheels, heater, foldaway hood, black tonneau cover, Dunlop SP41-tyres, speedometer in kilometres, centigrade thermometer and ashtray. Its first owner kept the MGB Roadster in France until 1976 when it moved to the next long-term French owner up to 2001. The car stayed in Frejus until 2010 when it moved to Belgium for a body-off restoration.

The car was purchased by known Belgian car collector, Mr. Armand Blaton, in 2012 from the Belgian dealer/specialist Marreyt Classics. We have been advised that after the restoration only some 2000 kilometres have been driven with the MGB Roadster.

Accompanying documentation consists of the aforementioned BMIHT certificate, correspondence with Marreyt, sundry restoration photographs, an original French owner's manual, cancelled French Carte Grise and current Belgian registration papers. The black tonneau cover is included in the sale.

**€18.000 - 24.000**  
**No Reserve**



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Only 1 registered owner from new

## 1966 PORSCHE 912 'SWB' COUPÉ

Chassis no. 352139

Engine no. 744 891

- Rare Porsche (and not Karmann) built
- Rare and desirable early model with the 3-clock dashboard
- California 'Black Plate' car
- Desirable rare 'Bahama Yellow' colour scheme
- Only a mere 51,000 miles from new
- Outstandingly original



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356 and providing the Stuttgart manufacturer with a product worthy of comparison with the finest sports cars from Britain and Italy. 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, the 911's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp.

Although widely acclaimed, the 911 was necessarily expensive, a shortcoming that Porsche addressed by offering the 912 which, though outwardly identical, was powered by the 356's 1.6-litre four-cylinder engine. As installed in the 912 the latter produced 90bhp, some 40 horsepower less than the 911's six, but this deficit was offset by significantly reduced weight, resulting in a better-balanced car with greatly improved road manners. The 911 gearbox was used, offering a choice of four or five speeds. Despite being down on power, the 912 had a respectable top speed of 191km/h. Porsche officially began production of the 912 on April 5, 1965 with a little over 30,000 produced (all on the original short-wheelbase chassis) between 1965 and 1968, and today the 912 is a relative rarity when compared with its better-known sibling.

This desirable early matching numbers Porsche 912 was sold new in the beginning of 1966 in the USA via Porsche Car Pacific of Burlingame, California. Being one of the early 1966 examples produced it features the typical and desirable early series 3-clock dashboard, the Enamel badged wheels and thin engine support. We are advised that the body of this car with chassis prefix '35' was produced by the Porsche factory itself where the vast majority was produced by Karmann.

Its first owner was Mr George Papageorge of San Jose (later Nipomo), California, who would keep the car until 2013 when it was sold to the current owner who unfortunately passed away and was never able to drive this car meaning this effectively is a '1 registered owner from new' car. A copy of the original Porsche Kardex is on file together with a State of California Certificate of Title and the 2013 bill of sale. EU duties have been paid. Still in its original (professionally repainted) colour scheme of Bahama Yellow with black (original) interior, this remarkably original Porsche 912 has led an easy life, as a single look will confirm. Even the carpets in the passenger compartment and boot appear original, and we are advised that there are no signs of welding or accident damage. The odometer reading is circa 51,000 miles. We are advised by the vendor that the engine starts instantly and runs well, while the transmission is said to be in good working order. In addition to the aforementioned documentation, the car also comes with its original jack, service book, factory options book, and Blaupunkt radio instructions.

€40,000 - 60,000

No Reserve





**1959 ABARTH 750 RECORD MONZA COUPÉ**

Coachwork by Zagato

Chassis no. 577 535

- Originally built for racing with the Bialbero (Twin-cam) engine
- Believed in-period competition history
- Complete professional restoration in 2016
- Abarth 847cc engine
- Eligible for the Zoute Grand Prix and other prestigious events



An innovative concern with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for - mainly FIAT - production cars, later building a succession of aerodynamically stylish sports prototypes and limited-series production cars, many of which were produced in conjunction with Carrozzeria Zagato.

One of Carlo Abarth's most successful series of GT cars was based on the FIAT 600, the first of these handsome little Zagato-bodied coupés - the 750 - appearing in 1956. Although the 750 was production based, the customer had such freedom of choice, including engine specification, that it is rare to find two identical cars. The performance was achieved by boring and stroking the 600's 633cc four-cylinder engine to 747cc and modifying or replacing just about every other component, the result being an increase in maximum power from 23bhp at 4,000rpm to 44bhp at 6,000 revs. Tested by The Autocar magazine in 1958, the Abarth Zagato 750 GT scorched through the standing quarter-mile in 20 seconds on its way to maximum speed of 153km/h, outstanding figures for such a small-engined car. The next stage of development saw the 750 equipped with an Abarth-designed double-overhead-camshaft cylinder head that helped liberate 47bhp from the tiny engine, models thus equipped being dubbed 'Bialbero' (Twin-cam). Abarth's diminutive coupés were soon dominating the small-capacity classes in international GT racing. Indeed, in North American SCCA events the 1.0-litre Abarth was obliged to compete against rivals displacing up to 3.8 litres and still proved capable of winning!





This beautiful example of the FIAT-Abarth 750 Record Monza Coupé was delivered new to Ernesto Prinoth, the Italian racing driver and founder of Prinoth AG, manufacturer of snow groomers and other types of tracked vehicle. No records of the car's early career have been found; nevertheless, it has been inspected for the vendor by immensely experienced marque experts who have expressed no doubts that it is a highly original and absolutely authentic example of the type. Paperwork in the accompanying documents file confirms that it was registered in April 1959. There is also some evidence that this car had previously been part of the Abarth works effort, as it features the special 14-hole Borrani alloy wheels and front disc brakes. It has also been suggested, although not confirmed, that it is one of the cars that participated in the Mille Miglia, Targa Florio, and Coppa Sant Ambrosius in 1959.

John de Boer's renowned book, *The Italian Car Registry*, lists this chassis - number '577 535', with body 'Z47' - as having been manufactured on 20th April 1959. On 27th June 2012, ownership was transferred from Jobst Heemeyer of Osnabrück to Rome-based Federico Vitto, from whom the car was purchased by the current private vendor.

Since then the Abarth has undergone a complete body-off professional restoration that took more than two years to complete and was finished in 2016.

Special attention was given to the Zagato body and other parts to preserve the car's originality as much as possible. At the same time, the engine was replaced with a more competitive 847cc Abarth unit as the original Bialbero had broken during its racing career.

During the restoration it became obvious that this car was built for racing, as many features were different from the road version: suspension, brakes, wheels, lightweight parts, and an additional temperature gauge for the transmission oil. Finished in yellow when acquired, the Abarth was repainted in its original Rosso Corsa with white stripes, the same colour scheme it had when taking part in the Targa Florio. The seats were reconstructed in the correct Zagato style using the original frames, while the original instruments were overhauled. Amazingly, all the glass is original, even the rear air-intake windows typical of this model. Four spare original Borrani wheels are included in the sale and the car also comes with a FIVA Identity Card.

At the Zoute Grand Prix of 2016, this lovely little Abarth received a special prize for its originality among all competitors. We are advised that this well-prepared car is fast and is as stable in tight bands as it is on straight roads, making it ideal for the Zoute GP and other similarly prestigious events.

**€75,000 - 95,000**  
**No Reserve**



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*Concours condition*

## **1956 AUSTIN-HEALEY 100/4 BN2**

Chassis no. BN2/L/228821

Engine no. 1B228821M

- Sought-after BN2 model with 4-speed gearbox and overdrive
- Original left-hand drive example with desirable 100M 'Le Mans' upgrades
- Fully restored to concours standard at no expense spared by marque specialist Bart van Tiggelen
- Stunning example boasting original colour scheme from new
- Concours d'élégance participant
- Mille Miglia eligible



'BN2/L/228821' on the Zoute Concours d'Elegance 2018

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburettors plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.

From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, stiffer front anti-roll bar, special Armstrong front dampers, and a louvred bonnet. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars, mostly BN2s, were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA. It is estimated that around 200 survive.





Fitted with the desirable performance-enhancing 'Le Mans' kit, the extremely impressive and beautiful Austin-Healey 100/4 BN2 offered here has been superbly restored by Holland's top Healey 100 specialist, Bart van Tiggelen. The original four-cylinder '100' is said to be one of the most enjoyable Healeys to drive, and this example incorporates the desirable 100M 'Le Mans' upgrades.

Boasting superb shut lines to the doors, bonnet and boot, the straight and solid body received a high quality re-spray in the original colour during the restoration.

The interior is in generally excellent condition, the seats and carpets being like new, while the instruments have been rebuilt and all are in working order. The original switches and controls are present and all function correctly. The engine bay is very well presented and the brightwork is excellent throughout.

The Austin-Healey 100 is a highly versatile sports car equally suitable for pleasurable touring or the occasional gentle motor sports event. Indeed, this Healey can be easily transformed from a tourer into a racer by folding down the windscreen to increase the top speed. It is a relative simple car to drive and handles extremely well, but if the accelerator pedal is floored, turns into a veritable 'wolf in sheep's clothing'.

The easy-to-fit soft-top can be erected quickly whenever it starts to rain, while the relative large boot makes the car ideal for weekend tours. Add to the mix sublime looks - particularly with the screen folded flat - and you have one of the most beautiful and desirable of classic British sports cars.

Equipped with the 'Le Mans' kit, it has ample power and torque, and can cruise comfortably at a speed of 120-140km/h with the overdrive engaged. When the ignition key is turned, the engine starts easily and it becomes clear immediately that it is a very strong performer. The low weight and strong engine are a highly effective combination, while the fantastic exhaust note makes every drive even more enjoyable. Oil pressure is spot-on, and the rebuilt gearbox shifts very well with good synchros, warm or cold. The brakes are excellent as well.

In short: this is a beautiful Mille Miglia eligible Austin-Healey 100/4 BN2 equipped with the 'Le Mans' kit, in a fetching colour combination and driving superbly. It is ready to enjoy immediately on any long tour, suitable rally or concours d'élégance event.

**€90,000 - 140,000**

**No Reserve**



**1958 AC ACE-BRISTOL ROADSTER**

Chassis no. BEX495

- *A landmark sports car in its most desirable specification*
- *Original left-hand drive US-market model*
- *Rare disc-braked model*
- *Overdrive transmission*
- *Recent professional restoration*



"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.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971 cc 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, carburettors 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.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a first-in-class and seventh 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.

Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed. Only 223 cars were delivered with the 2.0-litre AC engine compared with 463 Bristol-engined cars and a further 37 Ford-powered examples.

The car offered here – chassis number 'BEX495' - was manufactured in left-hand drive configuration for the United States market and shipped to Hap Dressel's AC Imports dealership in Arlington, Virginia on 1st October 1958. The Ace was owned by just one person throughout the majority of its life.

In 2018, the Ace returned home following complete 'last nut and bolt' restoration and was first registered in the UK on 1st June of that year. The restoration included a complete strip and rebuild of the (non-original but correct Type D) engine using Cosworth pistons, and the installation of a new stainless-steel exhaust system. The exterior and interior were likewise refurbished to the highest possible standards by recognised specialists, the former being repainted in Sage Green and the latter trimmed in tan leather. Fitted in period with the optional overdrive, this car also features a remote gearchange linkage, the latter a popular after-market upgrade at the time. There is a comprehensive file containing the restoration invoices and details of all the work carried out, and the car also comes with a handbook and a UK V5C Registration Certificate.

A classic of sports car design in its most desirable form, with the Bristol engine and overdrive transmission, this beautifully restored AC Ace is worthy of the closest inspection.

**€250,000 - 300,000**



**1968 CITROËN DS21 DÉCAPOTABLE**

Coachwork by Henri Chapron

Chassis no. 4609606

Engine no. 0318007358

- *Open headlight version with desirable green LHM hydraulic fluid*
- *All matching numbers (chassis, body, engine)*
- *Fully restored to concours condition 1990-1993*
- *Restoration bills available*
- *Registered in France*



Just as it had done 21 years previously with the revolutionary Traction Avant, Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension plus power-operated brakes, clutch, and steering.

The project had been initiated in the 1930s by the company's managing director, Pierre-Jules Boulanger, and would be brought to fruition by designers Andre Lefebvre, previously with Voisin and Renault, and Flaminio Bertoni, who had worked on the styling of the pre-war Traction Avant. Part of Boulanger's brief had been that the proposed 'VGD' (Voiture de Grand Diffusion or Mass Market Car) should be capable of affording a comfortable ride over sub-standard rural roads while remaining stable at sustained high speeds on the Autoroutes. The solution to these seemingly incompatible requirements was the famous hydro-pneumatic suspension, suggested by Citroën engineer Paul Mages.

No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival until recently in top-of-the-range models.

In September 1965 the DS's original 1,911cc, overhead-valve, long-stroke engine – inherited from the Traction Avant - was replaced by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed gearbox. Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. Chapron's first convertibles had been produced independently of Citroën but the factory eventually gave the project its blessing. Built by Chapron, Citroën's own Décapotables were erected on the longer, stronger chassis of the ID Break (Estate). In total, 1,365 usine (factory) convertibles were made with either the DS19 or DS21 engine between 1960 and 1971, while Chapron built a further 389 of his own, the last in 1973.





Built in 1967 and first registered in 1968, this matching-numbers DS 21 Décapotable has the most desirable hydraulic semi-automatic gearbox and retains its original registration, '6394 UY 75'. A journalist working in Paris, the first owner was a relative of the Chapron family, and the DS remained in his possession until 1988 when it was sold to a Parisian professor of psychology, Mr Ike Benzakein. This car has belonged to only two families since it left the factory.

In 1990, Mr Benzakein commenced a restoration to the highest standard; the chassis, body, engine, transmission, hydraulics, interior, and convertible hood all being restored to 'as new' condition, while the car was repainted in Bleu Antarctique, a colour that was available in 1967. Today, this DS remains in outstanding condition; fastidiously maintained, it runs and drives superbly. Restoration bills are on file and the car also comes with its original plates and a French Carte Grise. An eye-catcher at any gathering, this magnificent and rare piece of French motoring history is 'on the button' and ready to be enjoyed.  
**€190,000 - 220,000**



13  
**NO LOT**





14

*Delivered new to Cannes, France*

## **1957 MERCEDES-BENZ 300 SL ROADSTER**

Chassis no. 1980427500152

Engine no. 7500177

- *The 152nd 300 SL Roadster built*
- *All matching numbers (engine, transmission, differential)*
- *Three owners from new*
- *Circa 7,000 kilometres since professional restoration*
- *Exceptional condition*
- *Eligible for the Mille Miglia*







Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300 SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300 SL was on its way to becoming part of motor sporting legend. Max Hoffman, the Mercedes-Benz importer for North America, believed there would be a market for a road-going version and managed to convince the factory that such a car would be a success.

The first racers were open-topped but before the '52 season's end the distinctive 'Gullwing' doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the Gullwing doors.

Launched in 1954, the production 300 SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear.

Tested by the highly respected American magazine *Road & Track* in 1955, the 300 SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph: outstanding figures for its day. It was, arguably, the world's first supercar. Half expecting the long-awaited 300 SL to provide an anti-climax, R&T were delighted to find the new car, "far beyond our wildest expectations. In fact, we can state unequivocally that in our opinion the 300 SL coupé is the ultimate in an all-round sports car. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible.

Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300 SL can make a very acceptable showing in any type of sportscar competition. Yet the car is extremely tractable and easy to drive in traffic. Comfort? The fully enclosed 300 SL is the most comfortable (and safe) high-speed 'cross-country' car built today." Its racing parentage notwithstanding, the 300 SL was and remains a thoroughly practical automobile, as civilised in city driving as it is exhilarating on the highway.





Clearly the 300 SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Built with conventional doors, the 300 SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'Jet Set' of royalty, actors, and socialites. The production of an open 300 SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles. Disc brakes were standardised from March 1961, while towards the end of production a small batch of Roadsters was completed with an aluminium cylinder block.

The Roadster's neutral steering characteristics received fulsome praise from Road & Track in its 1958 road test. "With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard." A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300 SL Roadster one of the fastest convertibles of its time. R&T concluded: "There is no doubt that the 300 SL roadster is a truly great dual-purpose sports car, equally at home in traffic and the open road, or on the track", words that remain equally true today.

The 300 SL Roadster sold well for a car that cost more than a Ferrari 250 GT California Spyder and would out-live the 300 SL Coupé, which ceased production in 1957, by several years. Roadster production ceased in 1963 after 1,858 cars had been built, and today the model is both rare and highly sought after.

The 152nd car built, this 300 SL Roadster was completed before May 1957 and thus is eligible for the Mille Miglia. Its original colour scheme was white with a blue interior. Delivered new to Cannes, France, the car belonged to its first owner from 1957 to 1968, covering some 24,000 kilometres in that time, while the second owner cherished it for almost 40 years. The car has had only one owner since then. The second owner was Mr Leon Martin of Mallemort, Bouches-du-Rhône, a connoisseur and collector of exclusive automobiles, who only parting with the Mercedes in 2006 when he sold it to Mr Karl Esdar of Bielefeld, Germany. For 40 years the Mercedes was registered in France as '2994 BY 13', and the original French Carte Grise is still with the car.

Although the car was in good original condition, with no rust or other body issues, Mr Esdar, a renowned 300 SL specialist, decided to undertake as concours standard restoration, which took two years to complete and cost in the region of €250,000.





On dismantling the car, he found that the body had been perfectly preserved and thus was an excellent candidate for restoration. It was stripped back to the tubular chassis and every panel painted prior to re-assembly. All mechanical components were inspected and refurbished before being reassembled, while the interior was re-trimmed throughout in high quality leather.

The restoration was undertaken with faultless attention to detail and stunning results, making this 300 SL Roadster one of the best of its kind surviving. '152' retains all of its original mechanical components with matching numbers, including the engine, transmission, and differential. Only some 7,000 kilometres have been covered since the rebuild's completion and, needless to say, this wonderful Mercedes-Benz runs beautifully. There was no adverse finding when the car was submitted for its German TÜV.

This 300 SL comes with its original tools and jack, a bespoke set of luggage, owner's instruction manuals, and full documentation including invoices and restoration photographs. Presented in outstanding condition, it represents a not-to-be-missed opportunity for the serious collector. An exceptional example of the iconic 300 SL in Roadster form, this highly desirable motor car would make an exhilarating yet extremely practical touring companion. Indeed, there cannot be many better ways of travelling to a classic event, taking part, and driving home.

**€950,000 - 1,150,000**





The ex-Piero Dusio, 1930 Mille Miglia entry

**1930 O.M. TYPE 665 SUPERBA  
SUPERCHARGED ROADSTER**

Coachwork by Zagato

Chassis no. 6651053

Engine no. 27056

- Rare Vintage-era Italian sports car
- Period Mille Miglia history
- Known ownership history
- Engine fully rebuilt in 2018/2019
- Multiple Mille Miglia rerun participant



Piero Dusio behind the wheel of his O.M. in the 1930's



From 1933, when they became part of FIAT, O.M. produced commercial vehicles, but in the 1920s and early 1930s O.M. sports cars competed with outstanding success against the more illustrious Bugatti and Alfa Romeo marques in the major continental long distance events. The O.M. (Officine Meccaniche - Mechanical Workshops) company came into being in 1899 as a result of the merger of Miani, Silvestri & Co with Grondona, Comi & Co, both firms being active in the production of railway locomotives and rolling stock.

O.M.'s involvement with car manufacturing began in 1917 when it bought the Roberto Züst factory in Brescia and the first O.M. car, closely resembling a Züst, appeared in 1918. Designed by the Austrian-born engineer Lucien Barratouch and introduced in 1920, the first model of wholly O.M. design - the Type 465 - was powered by a four-cylinder 1,325cc sidevalve engine. This was followed by two more four-cylinder models, the Types 467 and 469 (O.M. type nomenclature being the number of cylinders followed by the bore dimension in millimetres).

The firm's most noteworthy competition successes came in the 1927 Mille Miglia, when Ferdinando Minoia and Giuseppi Morandi headed an O.M. '1, 2, 3', and the 1928 race when an O.M. finished in 2nd place overall. That car also won the 2-litre class, in which category O.M.s filled the next seven places! These were six-cylinder Type 665 cars but the earlier four-cylinder models won their share of honours too, with many 1,500cc class wins in the early 1920s. O.M. also took the team prize in the 1928 Coppa delle Alpi. The make was imported into Britain by the concessionaires, L C Rawlence & Co of Sackville Street, London W1, whose development engineer and driver, R E Oats, raced O.M.s to numerous victories at Brooklands.

In the mid-1920s O.M. obtained a licence to build the Swiss firm Saurer's diesel engines, a move that facilitated its diversification into commercial vehicle manufacture. The car side of the business had already been sold off when FIAT acquired O.M., which continued as a truck and bus manufacturer until the mid-1970s when FIAT's commercial vehicles division was reconstituted as IVECO.







The O.M. (right) after WWII in the UK



**ARRIVO A BRESCIA**  
CLASSIFICA FINALE KM. 1035-500

**COPPA MILLE MIGLIA**  
VERIFICA MACCHINE

N. 127  
Concorrente: Duseo

Macchina O.M.

Targa N. 100

Peso Kg. 1100

IL COMMISSARIO AL PESO  
Botti

1	REUTMANN ALFA 10 CV	24.58-59.11	31	MUTARELLI FIAT 20 CV	27.00-11
2	CAT. 3000 KMIA KM. 100.450		32	FRANCIONI OM	27.00-11
3	7	25.29-27	33	MARUCCI ALFA	27.00-11
4	8	26.29-23	34	FRANCINI BORGATTI	27.00-11
5	9	27.15-11	35	TORTARELLI BORGATTI	27.00-11
6	10	27.15-11	36	FRANCINI OM	27.00-11
7	CAT. 3000 KMIA KM. 94.487	27.15-11	37	FRANCINI BORGATTI	27.00-11
8	11	27.15-11	38	FRANCINI BORGATTI	27.00-11
9	12	27.15-11	39	FRANCINI BORGATTI	27.00-11
10	CARAVITA BORGATTI	27.20-17	40	MARUCCI ALFA	27.00-11
11	CAT. 3000 KMIA KM. 94.531		41	MARUCCI ALFA	27.00-11
12	13	27.20-17	42	MARUCCI ALFA	27.00-11
13	14	27.20-17	43	MARUCCI ALFA	27.00-11
14	15	27.20-17	44	MARUCCI ALFA	27.00-11
15	16	27.20-17	45	MARUCCI ALFA	27.00-11
16	17	27.20-17	46	MARUCCI ALFA	27.00-11
17	18	27.20-17	47	MARUCCI ALFA	27.00-11
18	19	27.20-17	48	MARUCCI ALFA	27.00-11
19	20	27.20-17	49	MARUCCI ALFA	27.00-11
20	21	27.20-17	50	MARUCCI ALFA	27.00-11
21	22	27.20-17	51	MARUCCI ALFA	27.00-11
22	23	27.20-17	52	MARUCCI ALFA	27.00-11
23	24	27.20-17	53	MARUCCI ALFA	27.00-11
24	25	27.20-17	54	MARUCCI ALFA	27.00-11
25	26	27.20-17	55	MARUCCI ALFA	27.00-11
26	27	27.20-17	56	MARUCCI ALFA	27.00-11
27	28	27.20-17	57	MARUCCI ALFA	27.00-11
28	29	27.20-17	58	MARUCCI ALFA	27.00-11
29	30	27.20-17	59	MARUCCI ALFA	27.00-11
30	31	27.20-17	60	MARUCCI ALFA	27.00-11
31	32	27.20-17	61	MARUCCI ALFA	27.00-11
32	33	27.20-17	62	MARUCCI ALFA	27.00-11
33	34	27.20-17	63	MARUCCI ALFA	27.00-11
34	35	27.20-17	64	MARUCCI ALFA	27.00-11
35	36	27.20-17	65	MARUCCI ALFA	27.00-11
36	37	27.20-17	66	MARUCCI ALFA	27.00-11
37	38	27.20-17	67	MARUCCI ALFA	27.00-11
38	39	27.20-17	68	MARUCCI ALFA	27.00-11
39	40	27.20-17	69	MARUCCI ALFA	27.00-11
40	41	27.20-17	70	MARUCCI ALFA	27.00-11
41	42	27.20-17	71	MARUCCI ALFA	27.00-11
42	43	27.20-17	72	MARUCCI ALFA	27.00-11
43	44	27.20-17	73	MARUCCI ALFA	27.00-11
44	45	27.20-17	74	MARUCCI ALFA	27.00-11
45	46	27.20-17	75	MARUCCI ALFA	27.00-11
46	47	27.20-17	76	MARUCCI ALFA	27.00-11
47	48	27.20-17	77	MARUCCI ALFA	27.00-11
48	49	27.20-17	78	MARUCCI ALFA	27.00-11
49	50	27.20-17	79	MARUCCI ALFA	27.00-11
50	51	27.20-17	80	MARUCCI ALFA	27.00-11
51	52	27.20-17	81	MARUCCI ALFA	27.00-11
52	53	27.20-17	82	MARUCCI ALFA	27.00-11
53	54	27.20-17	83	MARUCCI ALFA	27.00-11
54	55	27.20-17	84	MARUCCI ALFA	27.00-11
55	56	27.20-17	85	MARUCCI ALFA	27.00-11
56	57	27.20-17	86	MARUCCI ALFA	27.00-11
57	58	27.20-17	87	MARUCCI ALFA	27.00-11
58	59	27.20-17	88	MARUCCI ALFA	27.00-11
59	60	27.20-17	89	MARUCCI ALFA	27.00-11
60	61	27.20-17	90	MARUCCI ALFA	27.00-11
61	62	27.20-17	91	MARUCCI ALFA	27.00-11
62	63	27.20-17	92	MARUCCI ALFA	27.00-11
63	64	27.20-17	93	MARUCCI ALFA	27.00-11
64	65	27.20-17	94	MARUCCI ALFA	27.00-11
65	66	27.20-17	95	MARUCCI ALFA	27.00-11
66	67	27.20-17	96	MARUCCI ALFA	27.00-11
67	68	27.20-17	97	MARUCCI ALFA	27.00-11
68	69	27.20-17	98	MARUCCI ALFA	27.00-11
69	70	27.20-17	99	MARUCCI ALFA	27.00-11
70	71	27.20-17	100	MARUCCI ALFA	27.00-11
71	72	27.20-17			
72	73	27.20-17			
73	74	27.20-17			
74	75	27.20-17			
75	76	27.20-17			
76	77	27.20-17			
77	78	27.20-17			
78	79	27.20-17			
79	80	27.20-17			
80	81	27.20-17			
81	82	27.20-17			
82	83	27.20-17			
83	84	27.20-17			
84	85	27.20-17			
85	86	27.20-17			
86	87	27.20-17			
87	88	27.20-17			
88	89	27.20-17			
89	90	27.20-17			
90	91	27.20-17			
91	92	27.20-17			
92	93	27.20-17			
93	94	27.20-17			
94	95	27.20-17			
95	96	27.20-17			
96	97	27.20-17			
97	98	27.20-17			
98	99	27.20-17			
99	100	27.20-17			





This rare and beautiful O.M. sports car was purchased new on 2nd April 1930 by none other than Piero Dusio, the former soccer star whose sports equipment company Consorzio Industriale Sportiva Italia (Cisitalia) would earn him a fortune during WW2 manufacturing military uniforms. A motor racing enthusiast, Dusio used his fortune to become involved with the sport he loved, building the first Cisitalia competition car in 1946. Dusio's O.M. was registered in Turin as 'TO-19611' with a certificate of origin dated 22nd March 1930 recording it as a 25hp chassis. The car was later bodied by Carrozzeria Zagato of Milan as a two-seater with two jump-seats.

Dusio drove this O.M. in the 1930 Mille Miglia together with co-driver Zamaglia; the car's competitor number was '127' and Dusio/Zamaglia finished 25th overall having completed the course in 21 hours, 10 minutes, 26 seconds. On 29th June 1930, Dusio drove his O.M. in the Cuneo-Colle de la Madalena race carrying competitor number '40', finishing 6th in class. On 24th January 1931, Dusio sold the O.M. to Mr Dini Egisto in Turin, who sold it on 12th June 1931 to Mr Febo Vaccari of Valenza; the car was reregistered as 'AL-7390', changed to 'AL-8738' on 21st October 1932.

Fast forward to 1942 and we find that the O.M. is now in the UK. Writing in Motor Sport magazine (March 1942 edition, pages 54/55) Captain Lesley Seyd states that the car had been purchased by Mr W W Blackstone from Maidenhead. Mr Blackstone had been competing in the 1933 Alpine Trial with another O.M. (registration 'UL 91') but "disaster overtook on the first day on the Falzarego Pass above Cortina .... Breaking a dumb iron and an engine bearer knocking a hole in the sump...While in Italy we visited the O.M. works and Blackstone bought a supercharged 2 liters (sic). This had a six-cylinder side valve engine and a Roots blower driven off the front of the crankshaft." The O.M. was given a new British registration, 'ALY 5', issued by the London Licensing Authorities in October 1933. Writing in Motor Sport (April 1957 edition, page 178) Mr Blackstone confirmed the circumstances of his acquisition.

During the late 1950s and early 1960s, the O.M. was owned by Mr Charles Metcalfe, who managed a garage in Deddington, Oxfordshire specialising in the maintenance of O.M. motor cars. Mr Metcalfe owned this car until his death. On 17th December 1979, the car was imported into Italy by Mr Bruno Nicolini of San Martino in Rio (Reggio Emilia) and was registered as 'RE-380311' on 8th May 1981.







The car subsequently belonged to the following owners: Adamo Pasotti, Concesio, Brescia (8th May 1981) registration 'BS-727633'; Arrighini Piersandro, Concesio, Brescia (25th June 1998); and Bernardi Filippo, Concesio, Brescia (26th October 1998). The current vendor purchased the car on 18th April 2000. Since then he has competed with it in the Mille Miglia Storica nine times, the Gran Premio Nuvolari on three occasions, many times in the Ennstal Classic in Austria, and the Planai Classic in January, the latter one of the toughest winter rallies. A photograph of the car at the finish of the 2000 Mille Miglia is in the history file.

The vendor's first priority has always been to keep the car in perfect running condition, the cosmetics being of secondary importance. In the year 2000 the engine was overhauled by Ernst Chalupa of Hengersdorf, Austria, a specialist well known for his expertise in the restoration of pre-war cars, especially those of Lagonda and O.M. The supercharger was modified to accept a doubled-up drive belt.

Ten years ago (in 2009) the cylinder block burst and the welded repair was unsuccessful. Accordingly, a Bavarian expert was commissioned to make patterns and then five new engine blocks were cast, three of which are now in use. Three years ago (in 2016) a major programme of restoration was commenced. The engine installation was properly adjusted (it had been done incorrectly), and the gearbox and brakes completely overhauled. In 2018/2019 the engine was fully overhauled with new pistons, etc. We are advised that the 2.2-litre six-cylinder engine produces approximately 80 horsepower.

Described by the private vendor as in very good mechanical condition, this rare Italian thoroughbred is offered with an extensive history file containing race results; period photographs of the car in competition; 1930 Mille Miglia insurance certificate; photographs of the O.M. in the UK; and numerous bills for restoration and maintenance carried out. This car is also pictured in Alessandro Silva's well-known work, 'O.M. The Men, the Cars, the Races' (page 197). The O.M. is currently registered in Germany.

**€1,200,000 - 1,500,000**





Supplied new to the personal order of John Asprey  
**1997 FERRARI 550 MARANELLO COUPÉ**

Chassis no. ZFFZR49B000108325

- Left-hand drive; imperial instruments
- Two owners from new
- Approximately 52,300 kilometres from new
- Maintained by Bob Houghton

Michael Schumacher in the days when Asprey sponsored Ferrari Formula 1  
 © Motorsport images



With the introduction of the 550 Maranello in 1997, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

This unique Ferrari 550 Maranello was supplied new to the personal order of Mr John Asprey, CEO of the eponymous London-based jewellers, which at the time were co-sponsors of Ferrari's Formula 1 team. In 1996 Asprey had entered into a sponsorship deal with Ferrari, which necessitated three visits to the factory in Modena and lengthy discussions with Ferrari's then CEO, Luca di Montezemolo. The agreement involved Asprey & Co paying Ferrari tens of millions of pounds; in return the Asprey logo would be displayed on the cars and on the drivers' helmets. Throughout these discussions it became apparent that Ferrari expected Mr Asprey to be driving one of their cars although no discount was offered, despite the size of the sponsorship deal. Mr Montezemolo even went as far as suggesting that should (FIAT boss) Gianni Agnelli himself request a new Ferrari, he would not be offered a discount!

In the end, a car was specially prepared by the factory for Mr Asprey; it was the latest left-hand drive 550 Maranello but, as befitted an English gentleman, came with Imperial instrumentation: speedometer in mph, oil pressure in lb/in<sup>2</sup>, and temperature in degrees Fahrenheit. John Asprey kept the Ferrari until 2010, covering only 25,000 miles. The vendor bought the car directly from Mr Asprey and has added some 7,500 miles to the total, which now stands at circa 32,500. Throughout his ownership the car has been regularly maintained by marque specialists Bob Houghton Ltd. Offered for sale purely for family reasons, this most sought-after modern Ferrari comes with a UK V5C registration document.  
**€75,000 - 95,000**



## 1964 ALFA ROMEO GIULIA SPRINT GT 1600 COUPÉ

Chassis no. AR 603134

- One of the finest driver's cars of its day
- Originally 'Azzurro Spazio'
- Delivered new in Italy
- Long-term ownership 1964-1988 and 1988-2003
- Believed restored in the early 2000s



"Few cars can rival the 1600 Alfa for sheer driving enjoyment, and the keen driver devoting his full attention to driving it will be amply rewarded."  
- *Car & Driver*.

Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Carrozzeria Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa Romeo's new factory at Arese. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's 1.6-litre engine, five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes. The Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburetors) an output sufficient for a top speed of around 180km/h. Exhilarating driver's cars, the Sprint GT range was an immense success for Alfa Romeo, enjoying a 14-year production run lasting until 1977.

According to production records obtained from the Centro Documentazione Museo Alfa Romeo (email on file), this delightful step-front Giulia Sprint left the factory on 27th April 1964 and was delivered to its first owner only three days later. The original colour combination was Azzurro Spazio with light brown vinyl and fabric interior, the same combination the car has today. The first owner resided in Correzzola in the province of Padua in northern Italy. Unusually, the car changed hands twice in 1964 but then remained with a single owner from 1964 until 1988 and again with another single owner from 1988 until 2003. In 2005 it was purchased by a Belgian connoisseur, who in turn sold it to its next custodian, an English collector who added the car to his stable of some 80 mainly British and Italian classics. It is believed that the Alfa had undergone to a comprehensive restoration prior to its sale to Belgium when it obtained ASI homologation.

This wonderful little Alfa Romeo in a most beautiful colour combination is offered with its original Italian libretto, Belgian Demande d'Immatriculation d'un Vehicule, Belgian conformity attestation, and the aforementioned ASI homologation.

€45,000 - 55,000





18

## 1964 OSCA 1600 'DOUBLE BUBBLE' GT COUPÉ

Coachwork by Zagato

Chassis no. 011

- One of only 128 OSCA 1600 GTs
- One of 98 bodied by Zagato
- Documented Period competition history
- Eligible for Le Mans Classic

su ogni strada

il propellente  
domato per il  
vostro motore



BORO





In 1937 the three surviving Maserati brothers sold out to the Orsi Group and after WW2 founded Officine Specializzate per la Costruzione Automobili Fratelli Maserati - OSCA for short - to build limited edition competition cars. One of the reasons for the Maserati brothers' departure was that they did not want to be involved in making road cars - they were racers pure and simple.

OSCA's performed magnificently in international sports car racing throughout the 1950s. In the 1954 Sebring 12-Hours, a round of the World Sports Car Championship, privately entered 1.5-litre OSCAs finished 1st, 4th and 5th against works teams in a category with no limit on engine capacity, an achievement as outstanding as it was unexpected. OSCAs took class wins in the Mille Miglia on ten occasions and also won the Index of Performance at Le Mans.

OSCA was a tiny company, never making more than 30 cars in a single year, all of which were intended for competition. Its first offering, introduced in 1948, was the MT4 (Maserati Tipo 4), a small siluro powered by a 1,092cc overhead-camshaft engine, which was immediately successful in the hands of Luigi Villorosi. Enlarged in stages up to 1,491cc and given a twin-cam cylinder head, the OSCA engine was later taken up by FIAT, for whom it was 'productionised' by ex-Ferrari designer, Aurelio Lampredi.

At the same time as its twin-cam engine was powering FIAT's range-topping sports cars, OSCA began producing its own GT cars, reversing the policy that had prompted the brothers to leave Maserati. OSCA's 1600 GT was built around a tubular-steel spaceframe chassis equipped with the same engine in a higher state of tune. (It would appear that concurrently with its own 1600 GT, the firm also built special versions of the FIAT 1500/1600, many of which were made as closed coupés, a style not offered by FIAT). OSCA completed 128 examples of its 1600 GT between 1960 and 1963, the greater majority (98) with bodies by Carrozzeria Zagato.





The OSCA 1600 GT offered here is the work of Carrozzeria Zagato, and according to marque expert Christophe Pund, is one of a mere 7 Zagato-bodied cars that were raced; indeed, '011' is probably the most raced of all OSCA 1600 GTs. Its driver was Fausto Mariani, who achieved numerous successes with '011' during the 1964 and 1965 seasons. In 1964 Mariani competed in the Trofeo Venturi in Rome, finishing 3rd in class; the Lago-Montefiascone at Viterbo (3rd in class); Svolte Di Popoli, Pescara (2nd in class); Coppa del Cimino, Viterbo (3rd in class); and Conchiglia Shell, Vallelunga (4th in class).

The following season he competed in three races, commencing in March with the Coppa Gallenga in Rome (number '472', 1st in class); he then finished 2nd in class at the Trofeo Venturi, Rome in June; and ended the season in November with a 3rd-in-class finish at the Poggio Nibbio, Viterbo. The car is sold with a comprehensive file including sundry invoices and an Italian libretto, and its entire ownership history is known.

One of only a relative handful of known survivors, '011' represents an exciting opportunity to acquire a fine example in excellent condition of this rare Italian Gran Turismo, eligible for a wide variety of the most important historic motor sports events.

**€280,000 - 340,000**





19

# 1974 LANCIA STRATOS HF STRADALE COUPÉ

Chassis no. 229 ARO 01646

- Only 24,149 kilometres from new
- One of only 400 made
- Outstandingly original





A limited-production 'homologation special', the Lancia Stratos is historically significant as the first car from a major manufacturer conceived specifically for rallying. The spearhead of Lancia's international rally campaign in the 1970s, the Stratos had its origins in a Fulvia-powered, mid-engined design exercise first exhibited on Carrozzeria Bertone's stand at the 1970 Turin Motor Show. Also the work of Bertone, the production Stratos of 1972 retained the striking 'wedge' styling of its forbear, but employed the powerful Ferrari Dino 2.4-litre V6 engine. The latter was housed in a robust steel monocoque body tub clad in glassfibre coachwork.

As befitted a car purpose built to cope with all types of rallying, the Stratos came with fully adjustable, all-independent suspension by double wishbones and coil springs, plus four-wheel disc brakes all round. With 190bhp on tap, the production road-going (stradale) version was good for 225km/h. The works Group 4 rally cars were, of course, considerably more powerful, but reliability problems meant that success was slow to come.

After its initial major victory in the 1974 Targa Florio, the Stratos went on to dominate international rallying, Lancia winning the World Rally Championship of Makes in 1975 and 1976. Works pilote Bernard Darniche triumphed twice in the world's premier drivers' competition - the European Rally Championship - in 1976 and 1977, and the Stratos helped Markku Alen to the inaugural World Drivers' Championship in 1978. Alen's season had been split between the Stratos and the FIAT 131, and it was the parent company's political decision to favour that latter, rather than any lack of competitiveness, which saw the incomparable Stratos phased out.

Incredible as it may seem today, after the 400 cars required for homologation had been completed in 1975, the vast majority remained unsold due to lack of demand. Almost as soon as it ceased active competition though, the car's historic significance was recognised and prices soared.





Not first registered until 1st January 1977, this stradale Stratos has to be one of the most original in existence, having covered a mere 24,149 kilometres from new.

The car remained in Italy until 2005, between 1982 and that date forming part of its second owner's private museum collection, hence the relatively low distance travelled. In 2005 the Stratos arrived in France and was sold to the immediately preceding owner – a four times Porsche competitor in the Le Mans 24 Hour Race, gentleman driver and journalist on a French rallying newspaper. While in his care the Stratos benefited from re-commissioning by Carrosserie Le Milano in Marseille, recognised specialists in the care and restoration of these Italian rally-cars.

The engine has been converted to unleaded compatibility. A set of bucket type racing seats and Campagnolo alloy wheels are offered alongside the car together with related invoices totalling in excess of €17,500.

The current vendor purchased the Stratos in December 2007, since when it has covered only a low mileage. An outstandingly original example of a supremely successful competition model from one of the most distinguished marques in automotive history, the car is offered with an old Italian libretto; factory build details; FFSA and FIA papers; Rapport d'Expertise (condition report); Spanish registration papers; and Spanish ITV (technical inspection).

**€350,000 - 450,000**







20

## **1931 INVICTA 4½-LITRE S-TYPE 'LOW CHASSIS'**

Chassis no. S80

Engine no. 7482

- *One of the finest sports cars of the Vintage era*
- *Known history dating back to the 1930s*
- *Present ownership since 2009*
- *Engine professionally rebuilt in 2009*
- *Guaranteed entry to the most prestigious events worldwide*







"The low chassis Invicta was probably the best-looking sports car in the vintage tradition ever to be produced in England. I can think of no contemporary unsupercharged motor-car of similar capacity, made here, which could outperform it - and very few built elsewhere..." – J R Buckley, *'The 4½-litre S-Type Invicta'*, Profile Publications, 1966.

In an era when most cars stood tall, the 4½-litre S-Type Invicta, with its dramatically under-slung chassis, caused a sensation: few sports cars before or since have so looked the part. The Invicta Company's origins go back to the year 1924 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding.

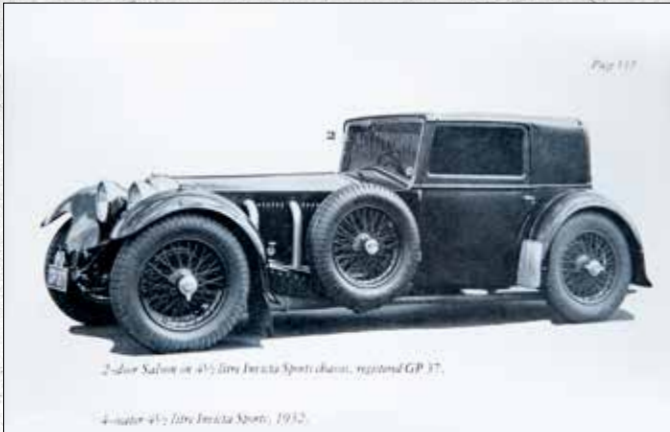
Like the contemporary Bentley, the Invicta was designed by men with a personal background of competition motoring and both were produced to an exemplary standard. Price was only a secondary consideration, a factor that contributed largely to both firms' failure to weather the Depression years of the early 1930s. Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday the 13th of October 1933, though a handful of cars was assembled at the company' service depot in Flood Street, Chelsea between 1934 and 1936. In all, it is estimated that approximately 1,000-or-so Invictas of all types were made.

Apart from a handful of prototypes built at Macklin's home in Cobham, Surrey, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. Invicta cars quickly established a reputation for outstanding durability, which was underlined by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's success in long-distance reliability trials, including a factory-backed around-the-world trip by lady drivers Violette Cordery (Macklin's sister-in-law) and Eleanor Simpson in chassis number 'LC134'.

Launched at the 1930 Motor Show at Olympia, the S-type featured an all new 'under-slung' chassis that achieved a much lower centre of gravity by positioning the rear axle above the frame rails instead of below as was normal practice at the time. Just about the only thing the S-type Invicta had in common with its contemporary stablemates was the 4½-litre Meadows engine, which was also used for the 'NLC' and 'A' models. Like most low-revving engines it delivered ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear - despite its relatively high 3.6:1 final drive ratio - and will then accelerate rapidly and without complaint when the accelerator is depressed. Contemporary motoring press reports typically recorded acceleration figures of 10-70mph in 19 seconds, which speaks volumes for the Invicta's legendary flexibility.



A photograph of chassis S80 with the centre section fitted, as delivered new.



The centre section of the original Vanden Plas 2-door saloon body that comes with the car.



The popular '100mph Invicta' tag notwithstanding, standard cars had a – still impressive – top speed of around 95mph with more to come in racing trim. However, it must be stressed that the S-type Invicta was primarily a very fast but comfortable high-speed touring car, and although it met with moderate success in racing in the hands of private owners in the early 1930s, its greatest appeal lies in an ability to cover a substantial mileage at high average speeds with no strain, either to driver or the machinery. Raymond Mays, writing of the two Invictas he owned in the early 1930s, says that they gave him some of the most exhilarating motoring he ever had, with their ability "to crest most main-road hills at nearly the century".

The Cordery/Simpson 3-Litre Invicta having driven around the world only two years previously, under RAC observation, with no failure apart from a broken half-shaft, which occurred while crossing Australia, it was not considered necessary to prove the S-type by subjecting it to similar examinations. Although there was a limited racing programme, the company's main effort focussed on proving the cars by entering the most challenging long-distance trials in the motoring calendar, achieving notable successes.

The Austrian Alpine Trail was chosen as a suitable test and the S-type duly excelled in this arduous event, Donald Healey twice winning a Coupe des Glaciers for Invicta as well as the 1931 Monte Carlo Rally. Later, the S-type took the International Sports Car Record at Shelsley Walsh hill climb and, by way of variety, the Mountain Circuit lap record at Brooklands in 1931 and again in 1932, courtesy of Raymond Mays.

Invictas are about as indestructible in normal use as a car can be. Over 70 years after the last car left the Cobham factory, approximately 68 of the 75-or-so S-types built are known to survive and most are in excellent order, testifying to the fact that they have always been regarded as high quality motor cars. Indeed, in pre-war days there was a club dedicated exclusively to the model and members famously christened individual cars with names like 'Scythe', 'Scrapper' and 'Sea Lion'. 'S80' was named 'Sea Urchin'.





Chassis number 'S80' was originally bodied by Vanden Plas and first registered in the UK as 'GP 37'. Its first owner's identity is not known but by 1938 the Invicta belonged to one Alex J Black, who was followed in 1944 by Luis Juan Castagnino of Cornwall. Next owner Lord Charles Martin of London acquired 'S80' in 1946 and kept the car for two years. Its next owner, James Leslie McConchie of Durham, kept the Invicta for 30 years before parting with it in 1978. William Symons of Otterburn was the Invicta's next custodian, keeping the car until 1987 when it passed to Martin Kölnerberger of Aachen, Germany and was reregistered there.

'S80' then had two further European owners: R Bernard of Villers-la-ville, Belgium followed by Thomas Koerver of Düsseldorf, Germany. The current vendor - a resident of Potters Bar, UK and Aachen, Germany - acquired the Invicta in 2009. Currently registered as 'HVS 978' in the UK, the car comes with a UK V5C Registration Certificate and a German KZF-Brief.

From 1978, the Invicta was raced by Bill Symons with a Superleggera lightweight body (the car weighs around 1,300kg with cycle wings) and won the Fox & Nicholl Trophy. From 1987, 'S80' participated in numerous races and rallies at venues throughout Europe including Le Mans, Targa Florio, Montlhéry, Coppa D'Italia, Nürburgring, Silverstone, etc.

At present the chassis carries the aforementioned Superleggera aluminium body together with the original Vanden Plas wings. The convertible hood and windscreen are located in the rear for use on rallies. The car's original one-off fixed-head coupé body with its large sunroof, built in 1931 by Vanden Plas, comes with the car, as do the original steps, the second spare wheel holder, and cycle wings dating from the 1970s.

In 2007, the Meadows engine (number '7482') was rebuilt by LMB in Wommelgem, Antwerp to fast road/racing specification (bills of € 50,000 available). It produces a maximum of around 180bhp, which is good enough for a top speed of circa 180km/h (112mph). Oil pressure is said to be perfect and there are no overheating problems. 'S80' is thus both powerful and fast, with a good-handling chassis, making it perfect for cruising, rallying or racing.

The 'Low Chassis' Invicta S-Type is now regarded as one of the most desirable pre-war sports cars, sought after by collectors for its exceptional driving abilities, style and sheer presence. A guaranteed entry at the most prestigious rallies, concours events and race meetings around the world, the 'Low Chassis' has an enviable reputation amongst connoisseurs and examples are to be found in some of the most important private collections.

**€900,000 - 1,100,000**





21

*Delivered new to Belgium*

**2016 FERRARI F12tdf**

Chassis no. ZFF81BHB000223160

- *One of only 799 built*
- *One of only 3 delivered new by Ferrari Official Dealer Monza*
- *Ordered new by the current owner*
- *Just over 6,000 kilometres from new*
- *Uniquely well specified*
- *All books and tools*





"The Ferrari F12 has never struck anyone as being in need of more power. It really doesn't feel like it needs more nor, at least without significant modification, should it be given it. But here we are: the Ferrari F12tdf, a special version of the F12, limited in production but unlimited in ambition." – *Autocar*.

Introduced to the motoring public at the 2102 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. "... the company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds," declared *evo* magazine, continuing: "It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability."

Ferrari's gorgeous new berlinetta was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by *Top Gear* magazine, and in 2014 receiving the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that 'the heart of every Ferrari is its engine', and the F12's 6.3-litre, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the 'Best Performance' and 'Best Engine above 4.0 litres' categories in the 2013 'International Engine of the Year Awards'. With 730bhp on tap, this class-leading power unit - one of the most powerful ever installed in a Ferrari road car - delivers stupendous performance, propelling the F12 to 100km/h in 3.1 seconds on its way to a top speed of over 330 km/h. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo; even the hardcore 599 GTO was slower.

But these days even a supercar has to make the odd concession in the interests of fuel economy, and with this in mind the F12 incorporated Ferrari's HELE stop/start system that reduces consumption when idling. Paddle shifters mounted on the steering wheel - an innovation pioneered by Ferrari in Formula 1 - had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the F12's steering wheel, while improved carbon-ceramic brakes helped keep things in check.







The engine/transmission package was mounted in an aluminium spaceframe chassis - developed by Ferrari's close neighbours and long-time collaborators, Carrozzeria Scaglietti – that represented significant gains in rigidity and weight reduction when compared with the preceding 599 GTB. As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.

Styled by the Ferrari Styling Centre and Carrozzeria Pininfarina, the F12's voluptuous body restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. A significant aerodynamic development was the 'Aero Bridge': an under-body air channel running from front to rear that increased down force while exerting less drag than an external wing. 'Active Brake Cooling' ducts had been adopted for the same reason; opening only when the brakes required cooling while remaining closed at other times to reduce aerodynamic drag. The result was a remarkably low drag coefficient of only 0.299.

Based on that of the Ferrari FF, the 'Frau leather' interior featured aluminium, Alutex, and carbon fibre trim. The F12's optional accessories were extensive, though pricey: who would have thought that a carbon fibre cup holder could cost over €2,000?

In October 2015, Ferrari announced a limited-edition variant, the F12tdf, its nomenclature referencing a competition variant of the 250 GT, so named following the latter's many victories in the Tour de France Automobile in the late 1950s/early 1960s. Like its illustrious predecessor, the F12tdf was a lightweight, track-focused model aimed at wealthy connoisseurs and gentleman racers; only 799 were built during the 2016 and 2017 seasons.

The F12tdf used the same 6.3-litre V12 engine as the standard car, albeit modified to produce 770bhp, while deleting much of the leather/aluminium interior trim in favour of Alcantara and carbon fibre, together with swapping many exterior aluminium panels for carbon fibre, helped shed some 110kgs from the total weight. The result was a reduction of the 0-100km/h to 2.9 seconds while the claimed top speed was now 'in excess of 211km/h'. Around Fiorano, the F12tdf was 2.0 seconds quicker than its standard sibling.







Completed on 20th October 2016, this beautiful F12tdf is finished in special Grigio Alloy with central stripes, wheels and accents in Canna di Fucile (gunmetal) and Blu Medio Alcantara interior. Delivered new by the well-known official Ferrari dealer Monza in Sint-Martens-Latem, Belgium, the car was built to the special order of the current vendor, its sole owner from new. This car is one of only three F12tdf models delivered by Monza.

Used sparingly over the course of the last three years, this F12tdf has covered a little over 6,000 kilometres from new and has been painstakingly maintained with yearly services undertaken by Ferrari dealer Monza in Belgium. The owner has enjoyed his rare F12tdf on numerous occasions, including the Mille Miglia Tribute to Ferrari in 2017.

Representing a wonderful opportunity to own one of Ferrari's all-time great, front-engined supercars, this stunning F12tdf comes complete with factory tool kit; locking wheel nut key; service wallet and manuals; and the all-important F12tdf Classiche book. Offered for sale by a Belgian Ferrari collector, the car is presented in immaculate condition, ready to be enjoyed by its next custodian.

**€650,000 - 850,000**



Highlights of this car's unique specification:

- 4-point safety harnesses
- Apple CarPlay
- adaptive front light system
- yellow brake callipers
- carbon fibre filter box cover
- carbon fibre fog lamp
- carbon fibre engine covers
- carbon fibre headlight bucket
- carbon fibre under-door cover
- Alcantara parcel shelf
- Alcantara rear wall
- Alcantara boot carpet
- Alcantara boot trim
- Alcantara seats inner trim
- headliner with Alcantara upholstery
- Alcantara centre console
- Ferrari telemetry
- Cavallino stitched on headrest
- body colour outer mirrors
- carbon fibre rear bench trim
- carbon fibre hub caps
- coloured mats with logo
- heat insulating windscreen
- aluminium rev counter
- carbon fibre dashboard inserts
- carbon fibre racing seats
- suspension lifter
- titanium exhaust pipes
- front and rear parking cameras
- coloured standard stitching
- radio and navigation system with Bluetooth
- coloured steering wheel
- track inner cams kit
- integrated audio system
- front and rear Cavallino in satin-finish aluminium



22

## 1964 SHELBY COBRA 289 ROADSTER

Chassis no. CSX 2245

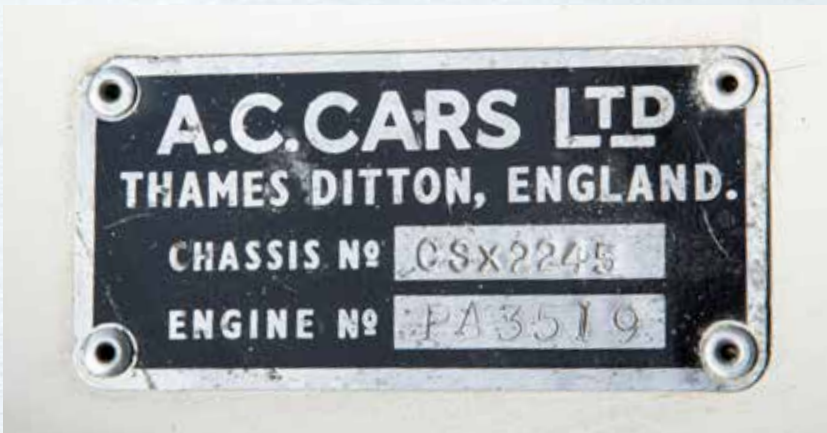
Engine no. PA3519

- Sold new in Pennsylvania, USA
- Professionally restored to concours standard in 1988/1989
- Listed in the World Registry of Cobras & GT40s (4th Edition)
- Present private ownership since 1998
- Original colour scheme
- Well documented









“The Cobra was Carroll Shelby’s dream car. And Carroll Shelby – and maybe only Carroll Shelby – was the person who made it happen. Granted, he came along at the right time, but he followed through. When opportunity knocks, you don’t want to be outback in the outhouse.” – Richard J Kopec, *Shelby American Guide*, 1978.

Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars and the Ford Motor Company. The former’s Ace provided the simple twin-tube chassis frame - designed by John Tojeiro - into which was persuaded one of Ford’s lightweight, small-block V8s. It was discovered that the latter was lighter than the six-cylinder Ford Zephyr unit that AC was using yet with vastly greater potential.

To cope with the projected power increase, the Ace chassis was strengthened with heavier gauge tubing and supplied fitted with four-wheel disc brakes. Weighing a mere 1½cwt more than a Bristol-engined Ace yet endowed with double the power and torque, the Cobra turned in a breathtaking performance, racing to 60mph in 4.4 seconds and reaching the ‘ton’ in under 12, exceptional figures by early 1960s standards and none too shabby even today.

The 260ci (4.2-litre) prototype first ran in January 1962, with production commencing later that year. Exclusively for the USA initially, Cobras - minus engines - were sent from England to be finished off by Shelby in California, and it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished cars to European specification. After 75 cars had been built, the 289ci (4.7-litre) unit was standardised in 1963. Rack-and-pinion steering was the next major up-date; then in 1965 a new, stronger, coil-suspended chassis was introduced to accommodate Ford’s 427ci (7.0-litre) V8, an engine that in race trim was capable of producing well in excess of 400bhp.







Known as the 'MkIII', this new chassis had been designed by Shelby American's Bob Negstadt and AC's Allen Turner, and kept the basic layout of the Tojeiro original while featuring larger main tubes set farther apart. Wider bodywork, extended wheelarch flares, and a bigger radiator intake combined to create the definitive - and much copied - Cobra 427 look. Only 1,000-or-so Cobras of all types were built between 1962 and 1967.

Its entry in the Shelby American Registry records that this car, chassis number 'CSX2245', was billed to Shelby American on 20th November 1964 and shipped to Los Angeles on 3rd December of that year aboard the SS Loch Gowan. 'CSX2245' was invoiced on 20th February 1964 to R.R.R. Motors of Homewood, Illinois as "1 Cobra-Ford, chassis # CSX2245, Bright Blue" with Class 'A' accessories. Its first owner is not known. By 1970, this Cobra was in the hands of Edward L Reagan of the Sports Car Store in La Grange, Illinois, who advertised it for sale in May 1970 as an "AC Cobra 289, Mint, new tires, top, paint, exhaust, etc. 30,000 miles". Michael Hagerty of Green Bay, Wisconsin purchased the car on 15th May 1970.

Michelin XWX tyres and Sanderson headers were added in 1972; new Guardsman Blue paint, new red leather and chrome wire wheels in 1978; and a rebuilt 289 engine with 780 Holley carburettor at 35,000 miles in 1981.

Between 1988 and 1989 a complete restoration was carried out by Motion Products of Neenah, Wisconsin. 'CSX2245' was offered for sale in 1991 advertised as "AC 1964 Cobra CSX2245, restored to concours condition, blue with red Connolly leather, Wilton carpets, chrome wires, purchased May 1970, all receipts, asking \$250,000". Eventually, Mr Hagerty decided to keep the car. As of 1995 the Cobra showed just over 43,000 miles; still finished in Guardsman Blue with red interior, it won a concours award at the 1997 Chicago Historic Races. Purchased by the private vendor in 1998, the Cobra is currently registered in Holland. Its history is fully documented in the World Registry of Cobras & GT40s (4th Edition, copy extract available).

**€800,000 - 1,100,000**





23

## 1964 FIAT GHIA 1500 GT COUPÉ

Coachwork by Ghia

Chassis no. 116.0394674

- Rare hand built Gran Turismo
- One of 846 produced
- Delivered new in Italy
- Full restoration undertaken by Corrado Patella Auto Officina Omega in Italy, 2015-16
- Registered in France





Carrozzeria Ghia was founded by Giacinto Ghia in Turin in 1919, soon establishing a reputation not just for luxury coachwork but also for bodying competition cars. After WW2, the company provided the training ground for many of Italy's rising-star designers - Michelotti, Boano, and Frua all making a contribution to its continuing success. The Italian styling house also collaborated with many of the world's leading car manufacturers, producing memorable models such as the Volkswagen Karmann Ghia, Lancia Aurelia B20, FIAT 2300 Coupé and FIAT 1500 GT Coupé.

Styled by Sergio Coggiola, the FIAT Ghia 1500 GT (later renamed Ghia 1500 GT) was the Italian carrozzeria's own idea and not a commission from FIAT. Ghia's pretty fastback coupé was built on a sheet steel box-section and tubular frame of shorter wheelbase than the standard FIAT 1500 saloon, whose power train it used, while setting the engine further back in the chassis gave the GT ideal 50/50 weight distribution. As its designation suggests, Ghia's 1500 was intended to be an exclusive Gran Turismo, affording its occupants comfortable seating on contoured sports seats and excellent all-round visibility courtesy of a generous glass area.

Hand built in Ghia's bodyshop in the Via Agostino di Montefeltro, the 1500 GT was produced at a rate of four cars per day when demand was at its peak, and when production ceased a total of 846 had been completed over approximately a two-year period. It is estimated that some 70 survive worldwide.

Having previously owned a variety of bespoke Italian cars, the vendor bought this Ghia 1500 GT in 2014 from a German seller, having fallen in love with one at the Padova Autoclassic Fair. Mechanically and aesthetically the car was tired and worn, so he decided to commission a full restoration, which was undertaken by renowned specialist Corrado Patella's Auto Officina Omega in Italy and took a year and a half to complete. After removing two layers of paint the car was returned to its original metallic grey, while the engine was rebuilt and up-rated from 75CV to 90CV. The owner then drove the Ghia back to Paris from Northern Italy over three days, through the Alps. Beautiful and very rare, this delightful FIAT Ghia 1500 GT is offered with its original Italian registration document, Certificato Cronologico listing its owners in Italy, ASI Certificate, French Carte Grise, and invoices relating to its no-expense-spared restoration (close inspection recommended).

**€65,000 - 85,000**



24

Long-term private ownership (1968-2005)

## 1968 MERCEDES-BENZ 280 SL PAGODA WITH HARDTOP

Chassis no. 113.044.1000 6006

Engine no. 130-983-10-00 2379

- Delivered new to Belgium
- Only 2 owners and 95,000 kilometres from new
- Exceptionally original and unmolested example
- Fully documented
- Matching numbers
- All original books and tools



A desirable manual transmission model, this outstanding Mercedes-Benz 280 SL was delivered new in Oudenaarde, Belgium by Garage NOLA. The car remained with its first owner in Oudenaarde until 2005 when it was acquired by the current (Belgian) owner, only its second in over 50 years. Finished in Papyrus White with black interior, this matching numbers car was registered when new on the short Belgian number plate, '03VJ2'. The first owner had little opportunity time to drive the Mercedes, hence its low mileage and excellent condition. It was used for the first owners' wedding and also for that of their children some 30 years later (both photographs on file).

The current owner, a car enthusiast and collector of long standing, was having difficulty finding an original Pagoda and bought this car in 2005 without a moment's hesitation. It was by far the best he had ever seen and was made all the more appealing by its lovely Flemish history and caring single-family ownership. He has since enjoyed it on several trips and international events including the Sternfahrt 2007, 18th International Rally Korsika, ... without any problems of note.





The vendor advises us that the Pagoda is in excellent mechanical condition and an absolute joy to drive, just like it would have been in 1968. Bonhams can confirm that this car is exceptionally original and honest, and in excellent overall condition; indeed, it is probably the most original and unmolested Pagoda we have ever seen. Impeccably maintained, this car is un-restored (the paintwork is largely original) and in wonderful condition with hardly any signs of age. The interior looks 'as new', with original upholstery, original carpets, and all original instruments in working condition (even the glove box light). Panel fit is excellent and the doors close as they would have done when new, which suggests they have never been removed.

The small original screws at the lower end of the door sills are a measure of this Pagoda's originality - we have seen only a couple of examples in our long history that still retain these. Spot welds in the engine compartment, the body number in the bonnet, the original firewall cover, etc are all correct and original, while original factory wax and stickers are still visible in door openings. It is believed that the soft-top is the only significant item that has been renewed.

The car comes with the following:

- All original books and tools
- Original documentation including the Dinitrol guarantee
- Stamped service book
- Hardtop stand
- Invoices from new
- Two copies of the original Datakart
- Original radio and its cover plate

It comes even with the first owner's driving gloves, which he wore while at the wheel of this Mercedes-Benz. Extraordinary and almost impossible to fault, this amazing Pagoda is worthy of the closest inspection.

**€95,000 - 145,000**



25

## 1965 PORSCHE 911 2.0-LITRE 'SWB' COUPÉ

Chassis no. 302577  
Engine no. 902758

- *Much sought after 1st Series 'Short Wheel Base' model*
- *Original 'Aga-blue' livery from new*
- *Matching numbers*
- *Restored to concours standard at no expense spared*
- *Techno Classica award-winner in 2019*
- *Eligible for numerous prestigious events*



Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Motor Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers.

The preceding Type 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 engine 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.

This desirable 1st Series (pre-A Programme) Porsche 911 was delivered new on 14th October 1965 to P.C. Southwest in San Antonio, USA as confirmed by its accompanying Porsche Certificate of Authenticity. Chassis number '302577' is one of the early, short-wheelbase cars of the type much favoured by the historic rallying fraternity, a situation that has led to unmodified examples such as this one becoming a great rarity and consequently much in demand.

In 2006 the car was brought back to Germany and in 2015 was bought by the current vendor, a Porsche collector, who commissioned a full restoration with no corners cut. Undertaken by Dutch specialists, the rebuild took two years to complete and was photographically documented (see history file). This restoration included a full engine and gearbox rebuild, a six-coat re-spray in the original Aga Blue livery, re-chroming of the brightwork, a new interior in Pepita, and an overhaul of the instruments.





The body restoration was carried out by Garage Houwers of Winterswijk, while the matching engine and gearbox were rebuilt by Koban Tuning of Lichtenvoorde, Holland. Closest attention to detail was taken to bring everything back to original specification, even down to the tinted windows and the original Blaupunkt radio. In total, some €140,000 were spent to return the car to the almost 'as new' condition it is presented in today, with many invoices available. Only some 100 kilometres have been covered since the restoration's completion and this beautiful Porsche 911 is presented in commensurately excellent condition. Indeed, in 2019 at Techno Classica, Essen this car's fine quality was recognised by a concours award from the organisers, SIHA (trophy included in sale). The car is offered with its Porsche Certificate of Authenticity confirming 'matching numbers', German registration papers and the aforementioned restoration records.

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**€150,000 - 200,000**





26

Rare original left-hand drive

## 1953 ASTON MARTIN DB2 VANTAGE SPORTS SALOON

Chassis no. LML/50/307

Engine no. VB6B/50/1132

- Desirable and more powerful (125hp) Vantage model
- Delivered new through 'Wacky' Arnolt
- Matching numbers
- Professionally restored in Italy in 2011/2013
- Mechanically overhauled by Trinity Engineering



Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's twin-overhead-camshaft, 2.6-litre six, designed by engineer Willie Watson under the supervision of W O Bentley, available for a new sports car. Announced in April 1950, with production commencing the following month, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably outperformed its predecessor.

Writing in 1952, Autosport's John Bolster enthused: "The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved. (The) model is remarkable for its comfort and luxury, and is also about the easiest thing there is to drive, outside of the "automatic transmission" carriages.' Bolster enjoyed the DB2's outstanding performance, particularly that of the 120mph Vantage version, and remarked on the car's inherent safety and versatility: 'Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin.'





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

An original left-hand drive car fitted from new with the more powerful (125bhp) Vantage engine, this ultra-rare DB2 variant was delivered new on 7th March 1953 to Joseph C Cline of Hudson, Ohio via the local agent, Stanley Harold 'Wacky' Arnolt, the man later responsible for the Arnolt-Bristol sports car. The Aston's original colour combination was black with beige interior, while the guarantee form also reveals that it was built with left-hand drive, windshield vent frames, Purolator oil filter, and manual control of the choke and ignition. The engine listed on the build sheet is 'VB6B/50/1132', a Vantage specification unit. Only one other owner is listed: H J Kous of Columbus, Ohio (change not dated).

The DB2 stayed in the USA until brought back to Europe in the early 1990s by an Aston Martin collector who commissioned a 'ground upwards' bodywork restoration aimed at preserving as much of the car's originality as possible. To this end the interior was painstakingly reconditioned rather than re-trimmed, and as a result has a delightful patina. The restoration was carried out in Italy in 2011/2013 by Massimo Chiara, a former employee of Carrozzeria Bertone, who has restored cars for the Bertone Collection. Mr Chiara's book documenting the restoration is available. At the same time the engine and mechanicals were overhauled by renowned UK-based marque specialists Trinity Engineering, as listed in their detailed invoice for £13,352 on file.

Following completion, the Aston was exhibited at numerous concours events, attracting much favourable attention, and has received an ASI Gold Plate. The vendor describes this rare LHD Vantage DB2 as in excellent condition both mechanically and cosmetically. Accompanying documentation consists of a copy of the guarantee form, assorted correspondence, FIVA Identity Card, and current Dutch registration papers.

**€200,000 - 300,000**



27

## 1956 JAGUAR XK140 SE OTS ROADSTER

Chassis no. S812855  
Engine no. G9045-8S

- Desirable 'Special Equipment' example
- Matching chassis and engine
- Sensibly upgraded with a 5-speed gearbox



'For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety.' - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" (76mm) further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.





The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time.

Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by Road & Track magazine, a USA-specification XK140 MC (as the C-type head-equipped SE version was known there) recorded a 0-100km/h time of 8.4 seconds on the way to a top speed of 195km/h.

Produced in October 1956, this left-hand drive XK140 Open Two-Seater SE Roadster was delivered new to Jaguar Cars, New York, USA. Its original colour scheme was 'Pastel Blue' with red interior trim and a black hood. The XK has been comprehensively restored and sensibly upgraded with a five-speed gearbox for relaxed cruising. We've been advised that the professional restoration was carried out to a very good standard paying attention to originality and detail.

Elegant and pure (with the deletion of the mirrors on the front wings) in an attractive colour combination, this XK140 Roadster with the desirable C-Type head is eligible for many prestigious events.

Described by the vendor as in very good condition and said to perform very well, this matching-numbers 'Special Equipment' XK140 is offered with Netherlands registration papers, invoices for work carried out and Jaguar Heritage Certificate confirming its build details.

**€130,000 - 160,000**

**No Reserve**



28

*Delivered new to Jean Blaton 'Beurlys' in Belgium  
via Jacques Swaters' Garage Francorchamps*

## **1960 FERRARI 250 GT SERIES II CABRIOLET**

Coachwork by Pininfarina

Chassis no. 2071 GT

Engine no. 2071 GT

- *1 of only 100 Series II examples with disc brakes from new*
- *Unique coachwork boasting special-ordered '410 Superamerica side vents'*
- *Matching numbers example*
- *Long-term previous ownership (32 years)*
- *Recent bare metal respray to a high standard*
- *Marcel Massini report on file*



'2071 GT' at Garage Francorchamps in the 1960s.  
Note the special order side vents.





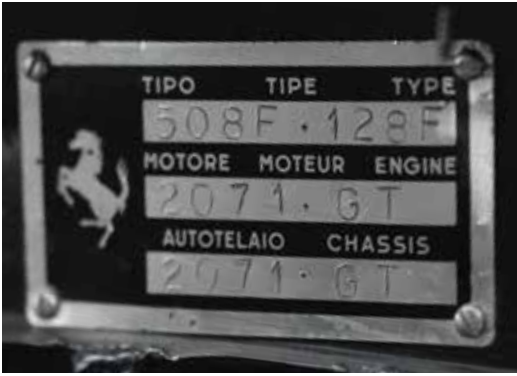
By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin and Touring of Milan were responsible for bodying many of these but there was no attempt at standardisation for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956.

However, the Torinese Carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

The 250 GT featured the lighter and more compact Colombo-designed 3.0-litre V12 in place of its predecessor's bulkier Lampredi unit. Power output of the single-overhead-camshaft all-aluminium engine was 220bhp at 7,000rpm. Shorter in the wheelbase (by 200mm) than that of the Europa, the 250 GT chassis followed Ferrari's established practice, being a multi-tubular frame tied together by oval main tubes, though the independent front suspension now employed coil springs instead of the previous transverse leaf type. A four-speed all-synchromesh gearbox transmitted power to the live rear axle, while braking was looked after by hydraulic drums all round. True series production began with the arrival of Pininfarina's 'notch back' Coupé on the 250 GT chassis, some 353 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250 GT chassis.





A number of prominent European coachbuilders offered a variety of body styles on the 250 GT chassis, with Scaglietti and Pininfarina producing elegant open-top spyder and cabriolet models. Exhibited at the 1957 Geneva Salon, the latter's first 250 GT Cabriolet, which, unusually, featured a Vintage-style cut-down driver's door, was snapped up by Ferrari works driver Peter Collins, who later had the car converted to disc brakes. After a handful of alternative versions had been built, series production began in July 1957, around 40 Series I Pininfarina Cabriolets being completed before the introduction of the Series II in 1959. Effectively an open-top version of the Pininfarina-built 250 GT Coupé, whose chassis and mechanicals it shared, the Cabriolet was built alongside its closed cousin until 1962.

Overall design followed that of the Coupé, with short nose and long rear overhang, while a more-vertical windscreen provided greater headroom in the generously sized cockpit. As well as the aforementioned improvements to brakes and transmission, the Series II cars benefited from the latest, 240bhp V12 with outside sparkplugs, coil valve springs, and 12-port cylinder heads. The 250 GT was the most successful Ferrari of its time, production of all types exceeding 900 units, of which 200 were Series II Cabriolets like that offered here.

A number of important developments occurred during 250 GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports. On the chassis side, four-wheel disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, the former at last providing the 250 GT with stopping power to match its speed. More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250 GT is a landmark model of immense historical significance. Despite this, original survivors are relatively few, as many have been modified and converted into replicas of more exotic Ferraris such as the 250 GTO, Testarossa, etc.

According to the accompanying Massini Report, chassis number '2071' is the 66th of the 200 units built, and as a Series II car has the added advantage of disc brakes all round. Originally finished in the handsome combination of Grigio Argento with Nero interior, the Ferrari was sold new in 1960 via Jacques Swaters' Garage Francorchamps, the official Ferrari importer for Belgium, to its first owner, Jean Blaton. A wealthy Belgian industrialist, Ferrari aficionado and gentleman racing driver, who raced under the name 'Beurlys', Jean Blaton had an excellent taste and was a personal friend of Jacques Swaters, from whom he bought numerous Ferraris over the years.





Blaton is best remembered for his daring exploits in the Le Mans 24-Hour Race in which he drove a succession of Ferraris over a 10-year period between 1958 and 1967, finishing on the podium on nearly every outing. On many occasions he drove his own Ferraris, including a 250 GT MM, 250 GT Testarossa, 250 GT LWB Tour de France, 250 GT SWB, 250 GTO, 250 LM, and 330 P3/P4. He secured his best result at Le Mans in 1963 when he finished 2nd overall with co-driver Langlois van Ophen at the wheel of a Ferrari 250 GTO, winning the GT Class for Swaters' racing team, Écurie Francorchamps.

Jean Blaton was also a friend of Enzo Ferrari, who was only too happy to accommodate his highly regarded customer's special requests. In the case of his 250 GT Cabriolet, Blaton specified that the car should have large side vents in the front wings, similar to those of the Series III 410 Superamerica, which were incorporated by Pinin Farina on Mr Ferrari's instruction. These vents not only make the car appear more sporting, they also serve to break up its lengthy flanks to good effect. Blaton's car, with its special features, was prominently displayed in Ferrari's 1960 yearbook.







In 1964, Blaton sold '2071' to Luigi Chinetti, another gentleman racing driver and sole importer of Ferraris into the USA. The car was then sold to a Mr Gilbertson from Vista, California. Following Mr Gilbertson's death, the Ferrari was acquired from his widow in 1978 by Mr Ken Gerber of San Diego, California, who kept it for the next 32 years. A member of the Ferrari Owners' Club, Mr Gerber enjoyed the car throughout the 1980s, attending various events.

During Mr Gerber's ownership (in 1992-1994) a fastidious restoration was carried out, the precision machining work on the engine and mechanical systems being entrusted to recognised specialist Bob Wallace of Phoenix, Arizona. Original parts were retained wherever possible and the few that were not saveable were either replaced with originals or perfect reproductions. The car was refinished in Rosso Rubino and completed in time for the 1994 International Ferrari Concours in Monterey.

Ken Gerber sold the Ferrari in 2010 and the following year the car moved to the UK having been bought by DK Engineering. The car was sold to Belgium in 2012, since when it has belonged to the current lady owner. Carrying the very suitable registration, '250 - GTS', the car has been enjoyed by its owner on numerous occasions and at prestigious events including the Zoute Rally.

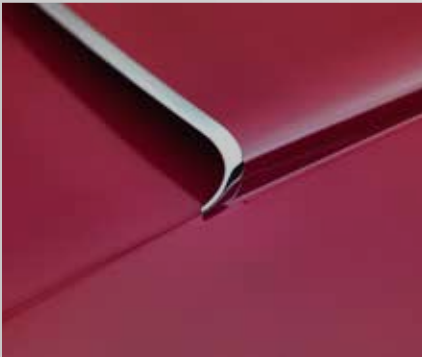
Now presented in excellent condition after recent cosmetic re-commissioning, it affords the prospect of comfortable open-top cruising in unparalleled style. Possessing links to Belgian and excellent provenance, this unique Ferrari 250 GT Cabriolet is worthy of the closest inspection.

**Accompanying documentation consists of the following:**

- Current Belgian registration papers
- Old UK V5 document in the name of DK Engineering
- Copy of the Massini Report including delivery notes
- Copies of photographs when the car was at Garage Francorchamps (showing the ultra-rare side vents)
- Operating instructions
- Some copies of photographs from its days in the USA
- Sundry invoices for work carried out
- Copies of some old US registration papers
- Copy of the Ferrari build sheet
- Detailed sales leaflet by DK Engineering confirming the car's history and special order

**€1,200,000 - 1,600,000**





## 1964 CITROËN 2CV SAHARA AZ 4X4

Chassis no. 1100111

- Rare twin-engined 2CV 4x4 variant
- 1 of only 5 believed assembled in Brussels, Belgium



Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favoured car of the environmentally concerned motorist. Although the original 375cc air-cooled flat-twin engine grew eventually to 602cc, the 2CV's performance remained relatively modest at around 110km/h flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. It was a sad day for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years.

One of the more unusual of the many 2CV variants, and certainly among the most collectible today, is the four-wheel drive 'Sahara' which, unusually, used a second engine to drive the rear wheels. This ingenious means of providing all-wheel drive had already been tried by some Citroën dealers, and by the end of the 1950s the factory had decided to produce its official version, which was intended mainly for use in the rough desert terrain of France's North African colonies.

The first prototypes were shown to the motoring press in 1958, with production proper commencing in December 1960. As well as the additional engine, the Sahara featured a special chassis, reinforced suspension, wider wheel rims, twin fuel tanks (beneath the front seats) and countless other modifications to enable the car to cope with difficult terrain and climate. In 1962, following Algeria's independence, Citroën dropped the 'Sahara' name and the car became the '2CV 4x4'. It is estimated that approximately 700 of both designations were originally built but only a few survive until this day.

The Citroën 2CV 'Sahara' offered here is one of the very few (five it is believed) built in Belgium and is believed to have been delivered new in that country. The car's early history is not known; however, it was in Spain between 2008 and 2011 before moving to the UK where it was registered in 2013.

These twin-engined 2CVs rarely come to the market. Ready for its next adventure, this example is offered with an instruction manual and parts catalogue (in German), a workshop manual and booklet (in Spanish), old Spanish registration papers, and a UK V5C Registration Certificate.

**€75,000 - 95,000**

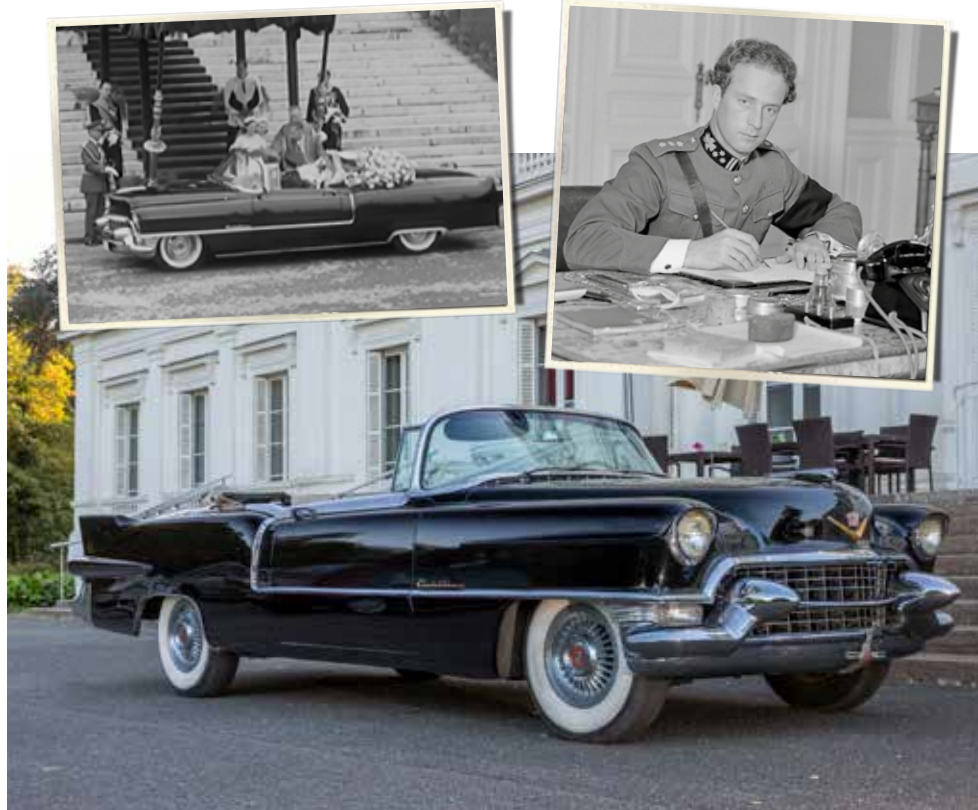


Ex-King Leopold III of Belgium

## 1955 CADILLAC SERIES 62 ELDORADO CONVERTIBLE

Coachwork by Fleetwood

Chassis no. 556286347



- In Belgian royal ownership from 1955 to 1962
- Used at several official events including the inauguration of the Atomium in 1958
- Long-term (1962-2014) owned by Armand Blaton
- American automotive style icon with V8 engine producing 270bhp
- Invited to participate in the 2019 Zoute Concours d'élégance 'Cars of the Belgian Royal Family' Class

Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, the firm's superior precision manufacturing technology soon establishing it as the foremost builder of quality cars in the USA. Cadillac was among the pioneers of the V8 engine and introduced the first synchromesh gearbox on its 1929 range. Always innovators in automobile technology, the company continues to produce cars recognised everywhere as symbols of wealth and prestige.

Styled like a contemporary jet fighter, the 1955 Cadillacs were little changed from '54 but featured a redesigned front grille, parking lights beneath the headlights and, of course, tail fins. General Motors' chief stylist Harley Earl had introduced fins on the 1948 Cadillacs and the device would reach its zenith in 1959 before fading away. All '55 Cadillacs came with a 331ci (5.4-litre) V8 engine producing 250bhp (standard trim) or 270bhp (Eldorado), plus GM's excellent Hydra-Matic automatic transmission. Most expensive model in the Series 62 line-up, the Eldorado Convertible came complete with its own unique rear body styling, customised interior, power brakes, power seats, power windows, radio, heater and whitewall tyres. Only 8,150 were made out of a total Cadillac production of 140,777 units for the 1955 model year. A landmark collectors' car, the 1955 Eldorado Convertible is one of the most sought after of post-WW2 Cadillacs.

Long, low and elegant, this wonderful Series 62 Eldorado Convertible dates from the middle of Cadillac's spectacular 'fins' period.

A classic Cadillac 'rag top', the car was first owned by the Belgian Royal Family, belonging to King Leopold III and his second wife, Princess Lilian. It participated in the opening of the Atomium in 1958; the marriage in Brussels of Prince Albert and Princess Paola in 1959; King Baudouin's return from the USA in 1959; and King Baudouin's marriage in Brussels to Doña Fabiola de Mora y Aragón in 1960. Newsreel footage showing the Cadillac participating in these momentous events may be found online.

In 1962 the car was sold to Mr Armand Blaton, a wealthy Belgian industrialist, by the 'administration des biens du Roi Leopold III' (documentation available). The aforementioned late owner registered the Cadillac in 1962 (cancelled 1968) and again in 1994, and also registered it with the Cadillac Lasalle Club of Belgium. The current owner has recently carried out extensive refurbishment to make the car roadworthy after a long period of storage with the Blaton family, and he himself has driven it past the 100,000 kilometres mark on the odometer. The catalogue photos were taken at the Château de Lormoy where King Leopold III of Belgium and his family used to spend their summer holidays.

A superb example of 1950s American automotive styling, this spectacular car with great history is offered with copies of the aforementioned documentation; a copy of the 1994 Belgian registration papers (cancelled); assorted correspondence; and owner's notes.

**€50,000 - 60,000**  
**No Reserve**



*Multiple Mille Miglia participant (2014, 2016, 2019)*

## 1957 ALFA ROMEO 1900C SUPER SPRINT SERIES 3 THREE-WINDOW COUPÉ

Coachwork by Touring Superleggera

Engine 1900cc

Chassis no. AR1900C 10517

- Landmark Alfa Romeo model
- Desirable Nardi floor shift
- Borrani wire wheels
- An older restoration at the time
- Offered from an enthusiast's private collection



Chassis number '10517' is one of 600 Alfa Romeo 1900C Super Sprints (CSS) produced between 1955 and 1958, of which some 200 are believed to survive today. Touring's three-window coupé is acknowledged as the most elegant and attractive of the 1900 series, with restrained, perfectly balanced lines, devoid of any unnecessary decoration. The brightwork is notable for its simplicity while the dashboard is plain and functional.

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 150km/h.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in the form of two high performance derivatives.





Launched in 1951, the 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilising the 100bhp engine of the 1900TI sports saloon. The Touring-bodied Sprint Coupé attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupés. One direct descendant was, of course, the lovely little Giulietta Sprint in which the family resemblance is immediately obvious.

The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'.

With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy of the aluminium-alloy body, these cars could top 190km/h. They shone in competitions of all kinds. A total of 949 Sprints and 854 Super Sprints had been made by the time production ceased.

Attractively finished in two-tone silver grey/blue with a dark blue interior, this matching numbers example of a landmark model from one of motoring's most charismatic marques was delivered new to Stockholm, Sweden in 1958 according to the Centro Documentazione Storico Alfa Romeo after its production in May 1957. The Alfa's owner was private collector Olle Sundelin, who kept the car for 25 years before selling it to another Swedish collector, Sune Erikson, in 1983. Mr Erikson restored the Alfa and kept it until 2012 when he sold it to Dutch collector John van Eijnsbergen, who successfully completed the Mille Miglia twice with this car: in 2014 and 2016.

The current owner bought the Alfa Romeo shortly thereafter. The vendor advises us that the car is in excellent mechanical condition, the gearbox having been overhauled recently, and that it performed excellently during this year's Mille Miglia, which it successfully completed. The Mille Miglia seals are still on the steering column. With few owners from new, all known, documented history and multiple Mille Miglia finishes, this beautiful Alfa Romeo represents the perfect opportunity for the fortunate new owner to participate in this most prestigious historic event. The vendor advises us that the Alfa is very reliable and quick, making it an ideal Mille Miglia participant and an absolute joy to drive. Listed in the Italian Car Registry and the book *Millenove Alfa Romeo 1900* by H-J Dören, the car is offered with Dutch registration papers and a FIVA Identity Card.



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**1971 MERCEDES-BENZ 280 SE 3.5  
'FLACHKÜHLER' CABRIOLET**

Chassis no. 111.027-12-004473

- *Desirable European model with sought after floor-shift gearbox*
- *Delivered new to Germany where it has remained*
- *Believed less than 82,000 kilometres from new*
- *Elegant five-seat V8-powered open-top cruising*





"If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one." – *Car & Driver* on the Mercedes-Benz 280SE 3.5.

The fact that the esteemed American motoring magazine felt compelled to remark on the 280SE's price is understandable when one considers that at \$13,500 in 1970 it was not only \$3,500 more than that of the equivalent Mercedes-Benz sedan but also more than double that of a Cadillac Deville Coupe!

The 3.5-litre version of the 280 SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s, when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Thus, the ultra-luxurious 280 SE Coupé/Cabriolet and 300 SEL saloon were the models chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in September 1969. An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition.

The new V8 engine had particularly smooth-running characteristics and endowed the 280 SEs with performance superior to that of many out-and-out sports cars. Thus equipped, the Coupé/Cabriolet was good for 125mph (200km/h) with 60mph (97km/h) reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures. As befitted top-of-the-range luxury models, the 280 SE 3.5 Coupé and Cabriolet came equipped with automatic transmission, air conditioning, power windows, and a stereo radio as standard.

Although the equivalent SEL saloon used the 'New Generation' bodysHELL, the 280 SE Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220 SE. Nevertheless, there had been some refinements made: the radiator shell was lower and wider, with a correspondingly flatter front end to the bonnet, a characteristic that has led to enthusiasts referring to these face-lifted cars as 'flat radiator' models, while the bumpers were now fitted with rubber strips. Significantly, the 280 SE 3.5 was to be the final model featuring this long-established and much-admired body style, and today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.







One of 1,232 Cabriolets produced, this Mercedes-Benz 280 SE 3.5 has the desirable floor-shift gearbox. This car was delivered new to the Cremer family in Schwarzenfeld, Germany and was first registered on 6th July 1971. The car later changed hands officially but stayed in the family, moving to Dr Gottfried Cremer in 1982 while keeping the same registration, 'NAB-L403'.

Sold to a Mr Seekamp in Bremen in 1987, the Mercedes was purchased in 1999 by a Mr Wolfram Kruse, remaining in Germany. In 2007 the car was re-sprayed in a darker shade of blue and then in 2014 was sold to the current owner who returned it to its original and striking light blue colour scheme.

The accompanying DEKRA inspection/taxation report of 2017 confirms the Cabriolet's excellent condition and makes the following observation: "The car seems to have been restored to a very high standard with a recent professional re-spray in the original colour scheme, seemingly to excellent standard. Paint is hard to fault with a very good finish, paint thickness shows uniform results."

The report found the interior to be "lovely presented, with beautifully patinated seats and new carpets. Original dashboard and revised/restored correct switch gear (in working order). The dark blue soft top is new."

The engine started and ran instantly with no heavy smoke, and the report's overall conclusion was that the Mercedes had been restored to the highest standards, was presented in excellent condition, and was ready to be used. The car is offered with the following documentation:

- Original German Kraftfahrzeugbrief 'Pappeldeckelbrief' recording the first owner's details
- Current German Fahrzeugbrief
- Technical inspection by Dekra (2014)
- The aforementioned DEKRA inspection/taxation report
- Copy of the Mercedes Datenkart
- Some older invoices
- €375,000 - 425,000**





First owned by HRH Prince Charles of Belgium, Count of Flanders

## 1960 FERRARI 250 GT SERIES II COUPÉ

Coachwork by Pinin Farina

Chassis no. 1823GT

- Delivered new by Garage Francorchamps in Belgium
- Factory restored in 2017
- Original colour combination
- Registered in Monaco
- Invited to participate in the 2019 Zoute Concours d'élégance 'Cars of the Belgian Royal Family' Class
- Ferrari Classiche certified



By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin and Touring of Milan were responsible for bodying many of these but there was no attempt at standardisation for series production and no two cars were alike.

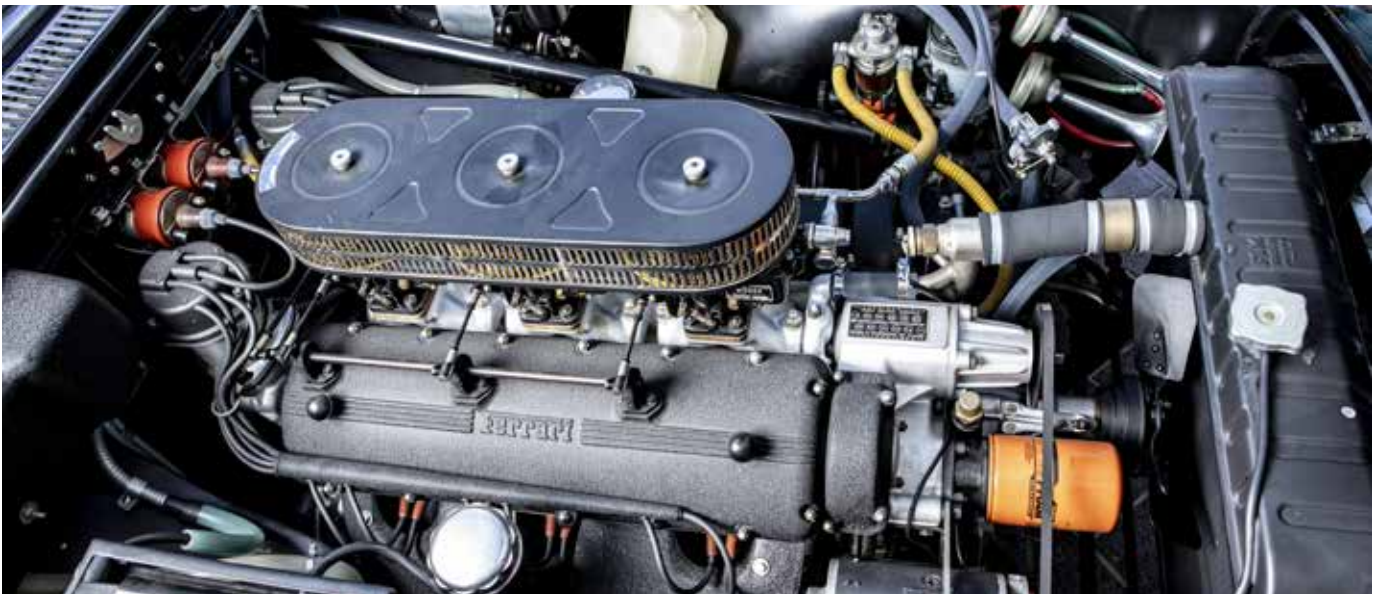
The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

True series production began with the arrival of Pininfarina's 'notchback' Coupé on the 250 GT chassis, some 353 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250 GT chassis.

A number of important developments occurred during 250 GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports. On the chassis side, four-wheel disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, the former at last providing the 250 GT with stopping power to match its speed. More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250 GT is a landmark model of immense historical significance. Despite this, original survivors are relatively few, as many have been modified and converted into replicas of more exotic Ferraris such as the 250 GTO, Testarossa, etc.







According to the accompanying Massini Report, chassis number '1823' is the 305th of the 353 units built, and as a 'Series II' car has the added advantage of disc brakes all round. '1823' was built to the special order of its first owner, HRH Prince Charles of Belgium (Karel, Count of Flanders, aka General du Boc during WW2), brother of Belgium's King Leopold III and Regent from 1944 to 1950. The chassis entered Carrozzeria Pinin Farina's plant in Turin on 24th February 1960 and was finally completed back at the Ferrari factory on 22nd April 1960.

Later in 1960 the Ferrari was despatched to Jacques Swaters' Garage Francorchamps in Brussels, Belgium for delivery to Prince Charles. (The first owner shown on the factory paperwork, Carlo Scaglietti, was a surrogate acting for the actual owner).

The Ferrari's original colour scheme was the somewhat unusual combination of Marrone Testa di Moro with natural interior. Special features specified by Prince Charles included a handle in the dashboard, flag holder in the bumper, black headlining, and the natural leather trim.

In 1981, the Ferrari was exported to the UK where it was owned by a Mr Peter Aston, remaining there until 2000 when it was imported into France to Françoise Courtois. In 2013, the car was inspected by Ferrari Monaco, and later that same year was sold to Jacqueline Nicolas in France. Since its acquisition by the vendor, '1823' has been fully restored (bills and photographs available). Presented in effectively 'as new' condition, this historic Ferrari 250 GT is offered with copies of the original factory build sheets and the all-important Certificate of Authenticity, issued by Ferrari Classiche on 12th July 2017. It should be noted that the Ferrari certification states that the engine is a new factory block to original specifications for the model.

**€550,000 - 750,000**





34

*First owned by Eddie Fisher, former husband of Elizabeth Taylor*

## **1962 BENTLEY S3 CONTINENTAL DROPHEAD COUPÉ**

Coachwork by Park Ward Ltd

Chassis no. BC8LXA

Engine no. S2657

- Only of only 26 left-hand drive S3 drophead coupés
- Delivered new in the USA
- Brought back to Europe in 2009 and restored in the UK
- Registered in Belgium





Bentley's magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final (S-Type) generation of six-cylinder cars in 1955, the Continental lost a little of its individuality but none of its exclusivity, and this trend continued after the arrival of the V8-engined S2 in 1959. Although the S2 appeared externally unchanged, its performance was considerably enhanced by the new 6,230cc V8 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 being the sole offering.

The Bentley Continental was, of course, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward and James Young all offered bodies on the Continental S2 chassis. By far the most striking of these S2 Continentals were those bodied by Rolls-Royce's in-house coachbuilder Park Ward, and this design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, would continue on the S3 Continental. Quad headlamps were the S3's major styling innovation, and on the H J Mulliner, Park Ward-bodied Continental were contained in slanting nacelles, giving rise to this model's 'Chinese Eye' sobriquet. Headlamps aside, the most significant change was to the S3's engine, which boasted an increased compression ratio and larger carburettors, modifications that raised peak power by some 7%.

Chassis 'BC8LXA' is one of only 26 left-hand drive drophead coupés out of a total of 312 S3 Continentals produced. The Bentley was delivered new in October 1962 to Las Vegas, USA having been shipped by boat from London to San Francisco. It came with the factory fitted options of a power hood, power windows, and Sundym glass, and was finished in Porcelain White with a blue top and matching interior. The Bentley's first owner was the American singer and actor Eddie Fisher, who was one of the most popular entertainers of the 1950s, selling millions of records and hosting his own TV show. Fisher was married to, in order: Debbie Reynolds, Elizabeth Taylor, and Connie Stevens. He took delivery of the Bentley while married to Elizabeth Taylor, and one can imagine the young couple cruising around the glittering casinos of Las Vegas in the evening - hood down - in this splendid Continental. It appears that the Bentley was mainly used in Las Vegas and occasionally Los Angeles, and it has been exceptionally well preserved thanks to the West Coast's favourable climate.

In June 2009, the Bentley was brought back to Europe for Mr Alexander Oet. It was restored in the UK and registered under Mr Oet's name. Between 2013 and 2017, the third owner, Mr Christophe d'Ansembourg, had the car regularly maintained by Bentley Bourgoo in Knokke (bills on file). This sublime soft-top Bentley Continental is offered with books, tools, and a Belgian Carte Grise.

**€300,000 - 400,000**





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## 1989 FERRARI F40 BERLINETTA

Chassis no. ZFFGJ34B000080747

- Desirable 'non-cat', 'non-adjustable' model
- Three private and less than 20,000 kilometres from new
- Single private ownership for over 25 years
- Air conditioning, wind-up windows, Sabelt harnesses
- Ferrari Classiche certified







The ultimate Ferrari of the 1980s, the F40 was one of the company's original true supercars and a fitting conclusion to Enzo Ferrari's career. Pioneering the use of carbon fibre in a road car, it was designed with lightness and aerodynamics in mind, with no concessions made for luxury; indeed, the interior featured lightweight bucket seats, no carpets, and door pulls rather than handles. Most remarkable was the twin-turbocharged V8 engine, derived from that of the 288 GTO, with larger bores and a shorter stroke achieving 478 horsepower. Zero to 60 mph took 3.8 seconds, and the F40 broke the Porsche 959's record for the fastest production car ever built, having a top speed in excess of 200mph.

These Ferrari supercars were immensely desirable when new, with bidding wars ensuing to acquire one and many changing hands at far above their original list price, and they have scarcely become less so since. Today the F40 is still rightfully regarded as one of the most significant modern Ferraris, and no collection of Maranello's finest can be seen as complete without one.





The F40 offered here was originally delivered to Italy. It is one of the highly desirable models built without catalytic converters and with non-adjustable suspension; in other words, to the highest performance and lightest specification. Its original owner's mechanic took delivery directly through Motor Service Srl of Modena. That first owner would keep the Ferrari for 25 years with the exception of a brief sojourn in September 1989 when it was stolen and swiftly recovered, undamaged.

The mechanic had fond memories of the F40 and after its owner's passing, continued to maintain the car, servicing it meticulously and cleaning it after every outing. To keep it secure, the Ferrari was stored in a bespoke storage box within the mechanic's garage, from which it had to be winched in and out (the doors could not be opened once the car was in the box). Thus this F40 remained in a remarkable state of preservation, with just over 20,000 kilometers recorded from new.

Shortly before its sale to the second private owner, in September 2014, the F40 was shipped to the Ferrari factory where it was inspected and received the coveted 'Red Book' Ferrari Classiche Certification. At the same time it was serviced by Motor Service Srl, including replacing the cam belts, changing all fluids, and calibrating the fuel injection. The engine was also subject to a compression test, the gearbox oil was changed, and the brakes were overhauled. More recently, prior to the current owner's acquisition in 2017, new fuel cells and a new clutch were fitted by UK specialists Maranello Egham and the interior re-trimmed to the highest standards.

Few F40s available today are as satisfyingly original, well maintained, and of such high quality as this desirable 'non-cat' 'non-adjustable' example. Carefully looked after for 25 years by its original owner and his faithful mechanic, it is now, like a toy taken out of its box, ready to be enjoyed by a new custodian.

**€800,000 - 1,000,000**





Lot 36  
*Matching Numbers and Ferrari Classiche Certified*  
**1965 FERRARI 275 GTB 'ALLOY' BERLINETTA**

Coachwork by Pininfarina/Scaglietti

Chassis no. 08061

Engine no. 08061

**Estimate Refer Department**





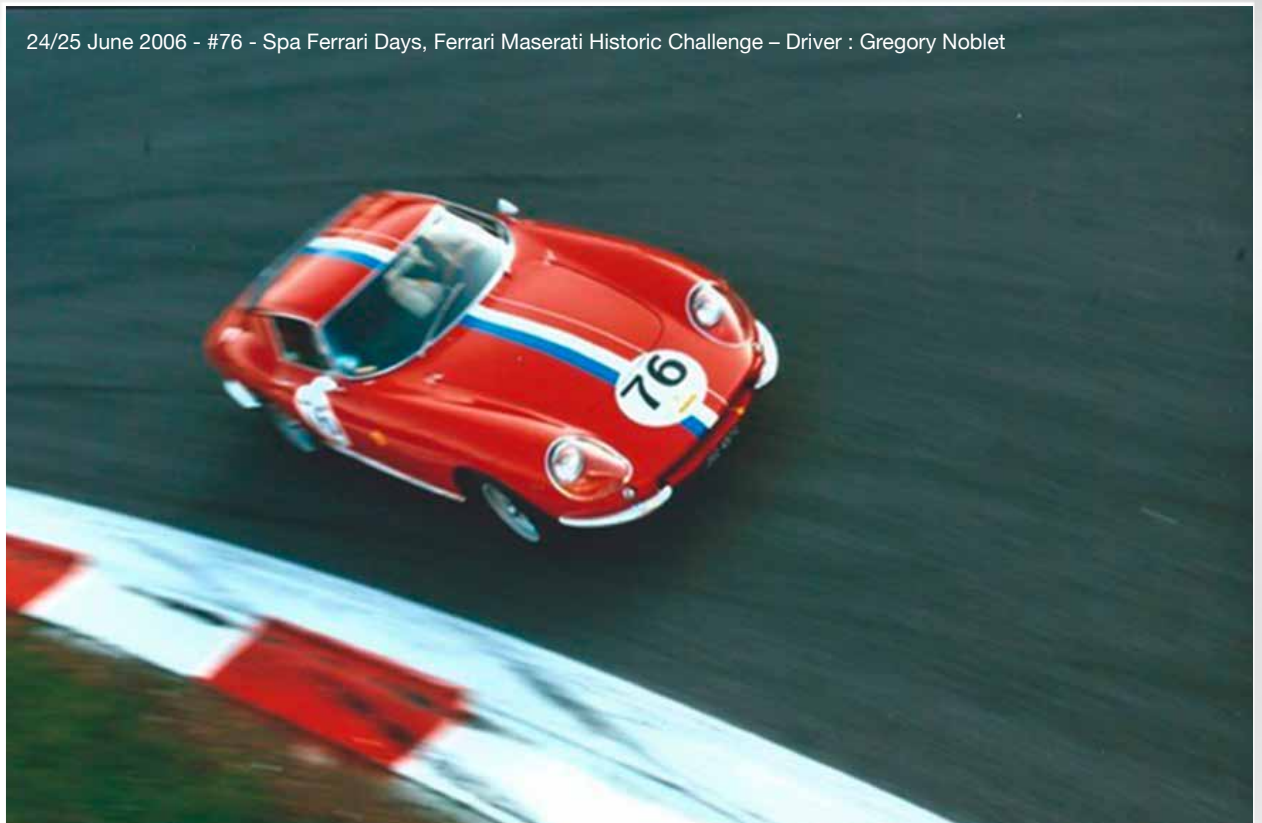


- One of only 60 alloy-bodied cars made
- Delivered new in Italy
- Matching numbers
- Engine equipped with six Webber carburetors
- Professionally restored in 2014
- Ferrari Classiche certified
- Eligible for the 'Greatest's Trophy' (most prestigious race of the Peter Auto Championship), Le Mans Classic, Tour Auto, etc

'The 275 GTB is... a superlatively vigorous, very agile and quick automobile. Its comfort, the quality of its finish, the original lines of its bodywork all justify its exceptionally high price, for it is an exceptional automobile. It is a thoroughbred, with luxury devoid of excess, and a fiery temperament... '

Jose Roskinski, *Sport Auto*, July 1965.

24/25 June 2006 - #76 - Spa Ferrari Days, Ferrari Maserati Historic Challenge – Driver : Gregory Noblet







## **1965 FERRARI 275 GTB 'ALLOY' BERLINETTA**

When Ferrari's highly successful '250' series was superseded in 1964 by the '275', Pininfarina was once again called upon to work his magic for the Maranello concern, creating a true classic of sports car design for the 275 GTB. Penetrative nose, long bonnet, purposeful side vents, high waistline, and short be-spoiled tail: these were all ingredients of the recipe, yet the result was so much more than merely the sum of its parts. The tail spoiler and cast-alloy wheels echoed developments first seen on Ferrari competition cars, while beneath the skin there was further evidence of racing improving the breed, the independent rear suspension - seen for the first time on a road-going Ferrari - employing a double wishbone and coil-spring arrangement similar to that of the 250LM racer. The adoption of a rear-mounted five-speed transaxle combining the gearbox and differential in a single unit helped improve weight distribution, and this feature would characterise future generations of front-engined Ferrari road cars. Body construction was entrusted to Carrozzeria Scaglietti, Ferrari's close neighbour in Maranello.





24/26 May 2013 - #7 - 3rd Spa Classic, Trofeo Nastro Rosso – 4 and 5th overall – Driver : Gregory Noblet



Now enlarged to 3.3 litres, the 60-degree V12 engine remained the familiar Colombo type, in standard form producing 280bhp at 7,600rpm. A higher - 300bhp - state of tune employing six Weber carburettors was available, and this was used for the handful of aluminium-alloy bodied 275 GTB/C (Competizione) models built, though customers purchasing a 275 GTB for road use could also specify aluminium coachwork and/or the six-carburettor engine.

Despite its near-perfect appearance, revisions to the original 275GTB were not long in coming: a longer nose, enlarged rear window, and external boot hinges being introduced towards the end of 1965. Mechanically the only major change was the adoption of torque tube enclosure for the prop shaft., replacing the sometimes troublesome open shaft. The prototype Series 2 'long nose' was built on chassis number '07707GT' and the last 'short nose' on '07827GT'.

The model's ultimate incarnation - the 275 GTB/4 - appeared in October 1966, the '/4' suffix denoting the presence of four, rather than the original's two, overhead camshafts. Sadly, by 1968 the progress of automobile emissions legislation had effectively outlawed the 275 GTB and its like from Ferrari's most lucrative export market, the United States, and the model was phased out later that same year after only 460 two-cam and 350 four-cam cars had been completed. Of the two-cam cars, the short nose/long nose split was approximately 250/210.

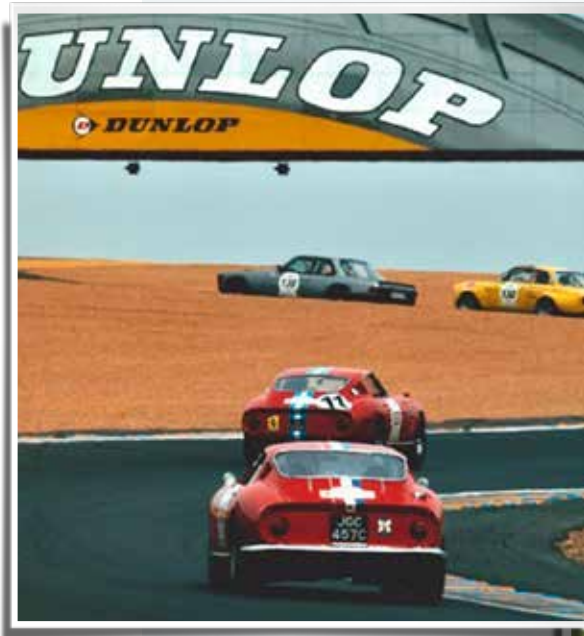




23/28 April 2007 - #140 - Tour Auto - Driver : Gregory Noblet



'08061' at Le Mans Classic



28/29 October 2006 - #76 - Finali Mondiali Monza, Ferrari Maserati Historic Challenge – 2nd overall - Driver : Gregory Noblet



The 275 GTB had not been designed with competition in mind and there are only two works entries on record: in the Targa Florio and Nürburgring 1,000km, both in 1965. Nevertheless, the model became a favourite with privateers, the latter's standout achievement being Écurie Francorchamps' magnificent 3rd place at Le Mans in '65. Now acknowledged as one of the finest road-going Gran Turismo models ever produced by the Maranello manufacturer, the 275 GTB is among the most covered of all Ferraris.

Chassis number '08061' has the desirable long-nose aluminium-alloy bodywork, and left the factory equipped with triple-Weber carburettor induction. Finished in Rosso Chiaro, the Ferrari was first registered on 20th January 1966 in the Reggio Emilia region of Italy. Seven days later the car was sold new by Sefac SpA to its first owner, local resident Rodolfo Landini, who paid 5,750,000 Italian lire. Mr Landini had his Ferrari serviced regularly at the factory's Assistenza Clienti department in Modena before selling it in January 1968 to second owner John Michael O'Keefe, an Italian-domiciled Irishman living in Reggio Emilia. The car continued to be serviced and maintained by the factory in Modena, the last visit being recorded in May 1970.









23/25 July 2004 - #21 - Le Mans Classic -  
14th - Driver: Gregory Noblet / Cyril Prunet



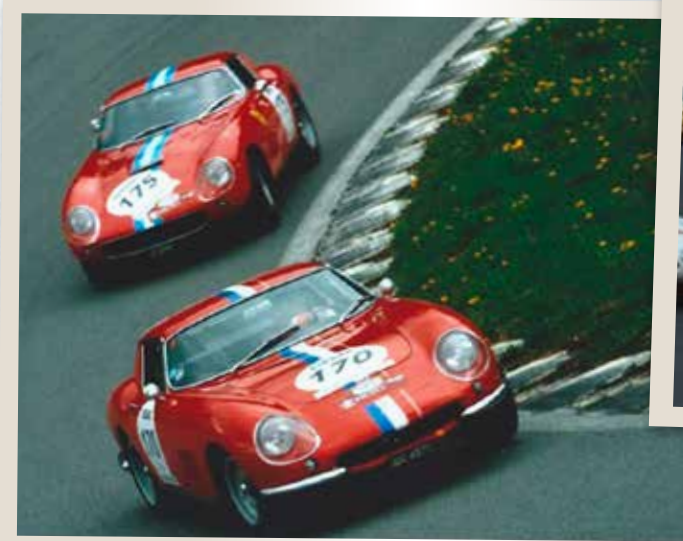
11/13 July 2013 - #19 - Le Mans Classic -  
Driver : Gregory Noblet



October 2010 - #5 - Trofeo Nastro Rosso during the 10,000 Tours  
at the Castellet racetrack. 3th overall / 2nd of the category



24/26 May 2013 - #7 - 3rd Spa Classic, Trofeo Nastro Rosso –  
4 and 5th overall – Driver : Gregory Noblet



24/29 April 2006 - #170 – Tour Auto – Driver: Gregory Noblet



24/26 May 2013 - #7 - 3rd Spa Classic, Trofeo Nastro Rosso  
- 4 and 5th overall – Driver : Gregory Noblet



Sometime later the Ferrari was exported from Italy to the USA and in 1974 was owned by Douglas Wolfe of Shoemakersville, Pennsylvania. '08061' was later listed in the Ferrari Owners Club Membership Roster as owned by Terence M Clark of Charlottesville, Virginia and in 1977 was sold to Mr Ed Berner of New York, who kept the car until 2001. In October 2001 the Ferrari was advertised for sale in the USA, and the following year was sold by the UK-based dealership Fiskens to Gregory Noblet, son of the legendary French gentleman racing driver and works Ferrari GTO pilot, Pierre Noblet. The car was reregistered on UK plates as 'JGC 457C'.

Mr Noblet maintained the Ferrari with no expense spared, and over the next ten or so years he and '08061' would enjoy an outstanding run of successes in some of the most prestigious historic motor sports events, beginning with the Tour Auto in August 2004 and culminating in the Navarra Tour in October 2013.













In between, Mr Noblet entered his 275 GTB in the following events, achieving numerous podium finishes (full results available):

- Rallye Bugatti-Ferrari (June 2004)
- 2nd Biennial Le Mans Classic (July 2004)
- Tour Auto (April 2006)
- Ferrari Days at Spa Francorchamps (June 2006)
- 3rd Biennial Le Mans Classic (July 2006)
- Shell Ferrari Maserati Historic Challenge Finals at Monza (October 2006)
- Tour Auto (April 2007)
- Shell Ferrari Maserati Historic Challenge races at Mugello (April 2008)
- Shell Ferrari Maserati Historic Challenge at Paul Ricard/Le Castellet (May/June 2008)
- 4th Biennial Le Mans Classic (July 2008)
- Shell Ferrari Maserati Historic Challenge at the Hungaroring (August 2008)
- Shell Ferrari Maserati Historic Challenge at the Nürburgring (October 2008)
- Shell Ferrari Maserati Historic Challenge at Circuit Le Vigeant (June 2009)
- 5th Biennial Le Mans Classic (July 2010)
- Spa Francorchamps Classics (May 2011)
- 2nd Spa Francorchamps Classic Trofeo Nastro Rosso (May 2012)
- 250 GTO 50th Anniversary Meeting at Reims (July 2012)
- 3rd Spa Francorchamps Classic Trofeo Nastro Rosso (May 2013)

It is worthwhile noting that '08061' was the only Ferrari 275 GTB invited to the prestigious 250 GTO road rally, and for a time led the event.







# Certificato di autenticità

Certificate of authenticity

Rilasciato da Ferrari SpA Modena, Italia

Issued by Ferrari SpA, Modena, Italy

Ferrari Classiche  
(di seguito "Ferrari") certifica che,  
riservate le eventuali riserve indicate  
nell'annessa scheda tecnica,  
la seguente vettura (di seguito la  
"Vettura"), è autentica

Ferrari Classiche  
("Ferrari") hereby certifies that,  
subject to the qualifications as outlined  
in the enclosed technical file, if any,  
the following car (the "Car")  
is authentic

**Ferrari 275 GTB**

Vettura/Car

☆ **08061** ☆

Telaio/Chassis no.

**11 Maggio 2004**

Modena

Ferrari Classiche

### Clausola esonerativa di responsabilità

Ferrari ha rilasciato il presente certificato di autenticità (di seguito il "Certificato di Autenticità"), al solo scopo di verificare l'autenticità della Vettura.  
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047F

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FACOM FACOM FACOM

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Fédération Française de Sport Automobile **FFSA**

Version 2018/2019/2020/2021


**PASSEPORT TECHNIQUE HISTORIQUE - VALABLE POUR : C de COTE - RALLYE - CIRCUIT**

Ce Passeport Technique est un certificat d'authenticité. Il ne s'écrit en aucun lieu historique de la voiture ou de ses composants. Il ne fait que constater qu'à la date d'inspection, la voiture répond à l'Article 10 de la réglementation des voitures historiques sanctionnées par la FIA. Ni la FIA ni l'ASN ne certifie, ni ne prend la responsabilité de l'exactitude du numéro de châssis.  
Les points indiqués ci-dessous comme "à renseigner" sont ceux affectés comme tels par le propriétaire, selon sa connaissance.

ASN émettrice : FFSA      Numéro de PTH : F-6100      Catégorie: GT de Compétition

Période : F de 1962 à 1965      Valable jusqu'au 31.12.2026      Classe FIA (Access K): GTS12

L'original de ce document a été compilé en accord avec l'Annexe "B" au Code Sport International, pour les voitures prenant part aux compétitions historiques. Cette copie certifiée de l'original demeure la propriété de la FIA et il n'est permis que par une nouvelle fiche, datée et notifiée à l'ASN émettrice, qu'il concerne l'original. Pendant toute la durée de l'inspection, la voiture doit être conforme à toutes les dispositions de ce PTH.

**INFORMATIONS DU DEMANDEUR:**

Marque revendiquée: FERRARI	Constructeur revendiqué: FERRARI
Modèle revendiqué: 213 GT Berlinetta	Date de fabrication d'origine revendiquée: 1965
N° de châssis / VIN revendiqué: 213 GTB "0601"	
Année de fabrication: 1965	N° d'identification FIA: 41394
Type de moteur: V12 2 ACT	Cylindres: 1200 cm <sup>3</sup> cylindres: 000
N° de fiche d'identification FIA de la voiture: 302	Nombre de copies de cette fiche d'identification à compléter: 17



Chaque copie de cette fiche, ainsi que le bord de chaque photo, doit porter le cachet de l'ASN émettrice.

Nous, la FFSA, avons vérifié les informations portées sur cette fiche et, pour autant que tout le système, conformément que la voiture est en accord avec la spécification de période de la marque et du modèle représentés.

Date: 4 mai 2017

Signature et cachet de l'ASN

Nom et statut du signataire:

Laurent CHAMARD  
Responsable Technique

PTH International 2018

Page 1

MODENA **Ferrari** ITALIA

Telaio tipo	563	matricola	05001 GTB
Motore tipo	213	matricola	05001 GTB
Cambio tipo		matricola	
Ponte tipo		matricola	
Collaudi il		Costruttore il	
CLIENTE			

Autovettura Tipo: 563      Motore Tipo: 213      Matricola di: 05001 GTB      Anno: 65/66

**FOLLIO MONTAGGIO MOTORE**

Numero: 119/1001-S      Copia alla: 213.111206      Disegno: GCA 101-B

Altre note: 213 12001

Plancha: NOVA SF 20220-48      Rapp: 9      Pm gr: 248

Altre note: ACT - BOS BORGIO      Sostituto: BORGIO ROP con mollette 30350

Bidella: 129E1-0070      Pm: 07-08      Pm gr: 1287-29403

Telaio: 213-100458      Coperechi: 119/100109/205      022400

Quantità mm: DORING 213.100151      Rpo L: 65290

Velocità tip. tipo: 120 LM.17090      Velocità max. tipo: 120 LM.17092

Altre distribuzioni: 1: 213.100153      6: 213.100156      Altre: 10      Ventilatore tipo: NO

Scandali distribuzione: 213.22025

Pompa acqua: 119/2-0089      Tempo di risposta: NO

Pompa benzina: FSPA 4096-22      Filtra benzina: FSPA 3054-02

Carburante tipo: WEBER 40      DCS/6      N: 3

Pompa d'olio: FSPA 119/10006      Pm: 17/0-      AA      10/0-      AA      06/17      06/10

Accensione tipo: 2 Spirit, Marelli      Tipo: 5 65 A

Pompa tipo: B & B      Carbur:      Espansore: RTT 101-A

Cilindri: 0,87      Puntone: 0,15 - 0,20

Modello motore int.: 178.17025      Anello: 120 LM.17098

**PRIMO MONTAGGIO**

Data inizio montaggio:      Data fine lavori:      (Mancante)      in linea

**OSSERVAZIONI**

Anello di tenuta al silicone

Guarnizioni fra telaio e coperechi tipo Barcojet

Data: 26/11/66      il Cap. Agente: Franchini

**OSSERVAZIONI DEL PRIMO RODAGGIO**

Modello deliberato

Data: 26/11/66      il Cap. Agente: Busi

**SECONDO MONTAGGIO**

Data inizio lavori:      Data fine lavori:      (Mancante)

**OSSERVAZIONI**

Autovettura Tipo: 563      Motore Tipo: 05001 GTB      Telaio matricola di: 05001 GTB

**FOLLIO MONTAGGIO AUTOTELAIO**

Numero: 2400      Il telaio

Trasmissione: 563.1165

Archi ant.: Caliper VS 92014 AS      Dischi: 563.680102      Cil. diametro: 2" 1/8"

Freno a mano: DUNLOP VS 49006      Complesivo: 563.1010

Archi pos.: Caliper VS 1333 AS      Dischi: 563.680100      Cil. diametro: 1" 1/2"

Archi ant.: 563.70016.117 D.S.      pos.: 563.70016.137 D.S.

Pompa: DUNLOP VS 49006      Pirelli: 210-14" HS      Ruote: 0,5x1,5"      PUSA

Ammortatori ant.: 563.640317      KONI 82N.1349      pos.: 563.600109      KONI 82N.1350

Archi: 563.860      Archi pos.: 27.1401/040.20

Indicatore acqua: 563.800027      olio: NO

Servosterzo: 563/050000/040      DCS      rapporto h.: 4,0+0,9

Indicatore di livello: Barletti      GT.5020.900.0

Manometrico acqua: SPACEN      119/100156      Prolunga: Gammari

Archi: Marelli 6 AC 11

Plancha: 563.1162

Pneumatici: 563/000.14      N. pneumatici: 1      tipo: 7/8"      tipo: DUNLOP

Supporti ant.: Complesivo 563.1008      Serv. dir.: 563.940075      data:

Modello ant.:      Carica Kg:      data:

Supporti pos. dir.:      Carica Kg:      H. luglio:      data:

Comando: SCAGLIETTI      DELTAVETTA

Archi pos. dir.: Barletti tipo: 213/010      H. luglio:      data:

Qualifica Antiferro:      Supporto: NO

Archi pos. dir.: DUNLOP      C48

Modello ant. dir.: 563/0-0008      Carica Kg: 355      data: 0,3 x 0,2

Modello ant. pos. dir.: 563/001006      Carica Kg: 490      data: 0,3 x 0,2

Dispositivo: Macanotti D.35

Ventilatore luce:

Archi:

Archi in consegna il: 24/9/66

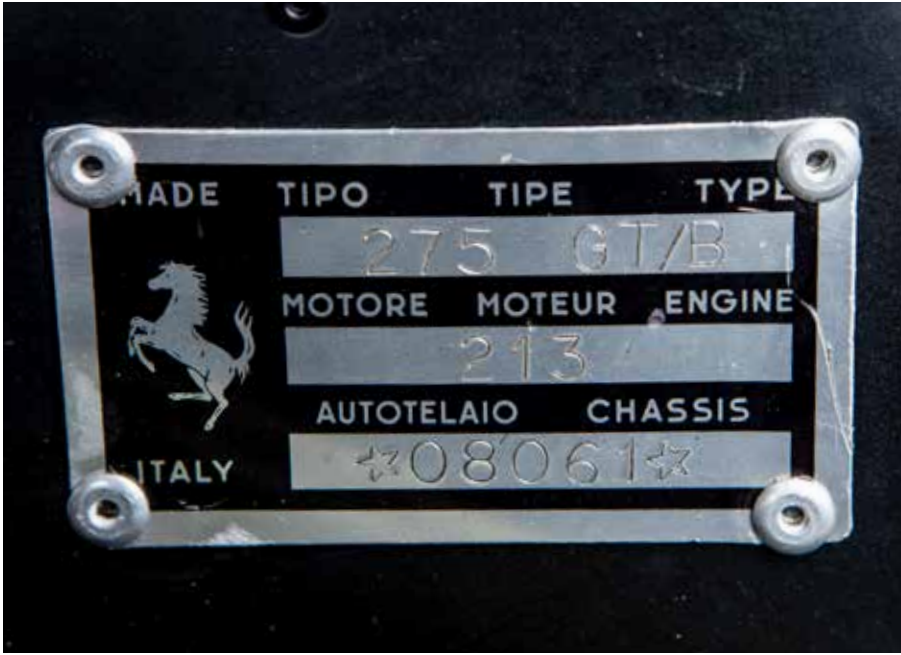
Data: 2/11/66      il Cap. Agente: Franchini



In 2014 the Ferrari was sold to its next owner who commissioned a full 'bare metal' restoration, which was undertaken in the UK by GTO Engineering at a cost in excess of €250,000. The rebuilt Ferrari then took part in the 2014 Tour Auto. The car has since been reregistered on French plates as 'EA-275-EK'.

In 2015 '08061' passed to the current vendor. Its current specification includes a Roelofs Engineering engine equipped with six Weber carburettors. As one would expect, the braking system has been upgraded appropriately. Although mildly race-prepared, this car could be easily returned to original specification using the two boxes of spares and original parts included in the sale.













11/13 July 2008 - #19 – Le Mans Classic  
– Driver: Gregory Noblet



April 2007 - #84 -1° Mugello Historic Festival - Shell  
Historic Challenge. 8th overall / 3rd in the GT category

These parts include the following:

- Original Weber 40 carburetors (x3)
- Original air filter
- Fuel tank
- Rear window in glass
- Spare roll cage
- Spare wheel floorboard
- Original starter motor
- Cromodora 6.5"x14" wheels (x5)
- Borrani wheels, front and rear (x4)
- Roelofs wheels 7"x15" (x4)
- Original front and rear bumpers in steel
- Front and rear bumpers in alloy  
(by l'Atelier de l'Artisan in Tournai)

A Bonhams specialist was fortunate enough to drive this 275 GTB at the Montlhéry circuit in France: "The car drives very well with an amazing sound and great brakes. It is the best Ferrari I have ever driven and faultless – what an experience!"

'08061' is Ferrari Classiche certified and comes with its Red Book. Also include is a copy of its Foglio di Montaggio, FIA HTP valid until 2026, French Carte Grise, Massini Report, and a comprehensive history file containing invoices and other documents. Presented in truly wonderful condition, and one of the nicest we have ever seen, this recently restored Ferrari 275 GTB Alloy wants only for an enthusiastic new owner keen to continue its illustrious career in historic motor sports or, alternatively, could easily be returned to original condition thanks to all the parts mentioned above.









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Ex-Carel Godin de Beaufort

### 1963 MERCEDES-BENZ 230 SL WITH HARDTOP

Chassis no. 113042-10-000249

Engine no. 127981-10-000285

- 1963 Vaals Hillclimb participant
- Very early production serial number
- Matching numbers example

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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In the era of gentleman racers, Carel Godin de Beaufort helped define on the world stage exactly what this title meant. His imposing size and eccentric behavior made him a popular figure at racetracks around the globe and resulted in his receipt of the Von Trips trophy for best privateer in 1962. An iconic figure of the kind rarely seen in modern times, de Beaufort established the *Ecurie Maarsbergen* team, with its coat of arms adorning the many cars he and his team mates raced over the years. The Maarsbergen Castle is his historic home in the Netherlands, a home where his sister still resides and an estate that is a center for many notable events.

The SL on offer was delivered to de Beaufort on September 10, 1963 per the Mercedes-Benz Data Card. Caracas, Venezuela is written as its point of final destination, the address of a friend, which we believe thanks to key indicators was likely used for tax purposes. de Beaufort and his newly acquired SL shortly thereafter, journeyed alongside a very illustrious orange open-wheeled Porsche and entered the pair in the Dutch “*Heuvelklim Vaals*”, or Vaals Hillclimb, on September 14.

It was a day of notable achievement for the racer known as *The Flying Dutchman*, placing second in class with the 230SL while taking first in the Porsche 718 Grand Prix car, setting a new record of 50.8 seconds (images on file show the Mercedes traveling at full speed along the course and another of the Porsche heading up the hill). As can be seen, affixed to the front of the Mercedes is a temporary license plate of German origin; shortly after the hillclimb, the 230SL is said to have embarked on an ocean voyage with the Porsche to compete in the UK’s Oulton Park International Gold Cup where de Beaufort finished tenth in his now outdated 718. It was then sent to the U.S. and Mexican Grand Prix.

Of interest in the vehicle’s history file is an article by Dutch car magazine *Auto-Visie*. Concerning de Beaufort’s upcoming Grand Prix races, captions below a photo of the Porsche and the 230SL at the port read, “Carel with two of his cars in front of the Maasdam of the Holland America Line, in the port of Rotterdam. With the Mercedes 230SL he’s making a road trip through America”, leading the notion that de Beaufort may have driven his SL extensively whilst in the United States and Mexico.



Carel Godin de Beaufort at the port in Rotterdam, September 1963, loading his Porsche 718 and Mercedes 230SL onto the freighter Maasdam, bound for England, the United States, and Mexico.



Carel Godin de Beaufort racing his Mercedes 230SL in the Vaals Hillclimb on September 14, 1963



Chassis 000249 is next recorded in the U.S. in the late 1970s, owned by a member of the "Parker Pen" family who would retain ownership until the mid-1980s when it was sold to George Parker III's college friend, Bob Roer. Some years later Mr. Roer sold it to his brother-in-law, Dwight Saunders, and it has been in the U.S. state of North Carolina ever since, now under the care of the present owner.

Early production vehicles often represent the purest, most idiosyncratic and most anomalous when compared to later production examples. Those fortunate enough to have attended the Vaals hillclimb in 1963, would have been witness to one of the very first pagodas, no. 000249. His early 230SL's unique elements can be seen upon the lightest of inspections. Under the hood, the spark plug hardware is routed through the rare Edition A metal wiring guide. In the trunk, the vertical spare tire is seen in very few examples whilst inside, the driver can enjoy another treat of early production a 230 SL motoring, classic round horn ring steering wheel.

Chassis 00249 carries a remarkable early history that has only recently been discovered. In late August of 1963, the factory prepared 230SL rally car scored its now legendary initial victory in the grueling Spa-Sofia-Liege rally, piloted by Eugen Böhringer and Klaus Kaiser. Just two weeks later de Beaufort displayed his Grand Prix-level skills in his own 230SL at the Vaals hillclimb. The Böhringer car is long gone, but its history proved important enough that Mercedes-Benz commissioned a re-creation for museum and concours appearances. Presented here is a Mercedes-Benz 230SL of historic significance, its true identity unknown to anyone for over fifty years. It awaits its debut at concours and historic events, and perhaps a return to hillclimb competition once again.

Please note this motor car is subject to the reduced local import tax should it remain in the EU. Also note, this vehicle is offered on a clear U.S. title under the model year 1964.

Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

**€75,000 - 120,000**



38

*One-off*

**1955 FIAT 1100 TURISMO VELOCE  
SERIES 1 COUPÉ**

Coachwork by Vignale

Chassis no. 127637

Engine no. 128100

- *Unique coachbuilt FIAT*
- *Designed by Giovanni Michelotti*
- *Recent overhaul and engine rebuild*
- *Mille Miglia Eligible*





This sporting FIAT 1100/103-based coupé was built on the regular TV (Turismo Veloce or Fast Touring) 50bhp chassis. Designed by Giovanni Michelotti and made by Carrozzeria Vignale in 1954, it is the only one of its kind. This car marked the first step towards the FIAT 1100 Charmant coupé, one of Vignale's first limited edition production runs, while the same bodywork was also used by SIATA for their 1100 GT.

Premiered at the Paris Salon in 1953, the TV (Turismo Veloce) was the higher performance version of the newly introduced FIAT 1100/104 Berlina (saloon). Introduced at the Geneva Salon earlier the same year, the latter featured unitary construction of the body/chassis and was powered by an entirely new 1,089cc overhead-valve four-cylinder engine. For the TV, power was raised from 36 to 50bhp, giving the car a top speed of 135km/h. The TV was raced extensively by FIAT's more sporting customers, its most prestigious victories including class wins at the Mille Miglia in 1954 and 1955.

This matching-numbers car was registered by its first owner, Dr Bruni Nino from La Spezia, Italy on 17th February 1955. It stayed in Italy in the hands of various owners (full list available) until 1989 when it was restored, becoming a permanent member of the prestigious Sportitalia Team. Subsequently the FIAT went to Austria where it was owned by two well-known collectors: Mr Reinhard Ortner and Doctor Gerald Anton Schön, who in 2012 refreshed the previous restoration and fitted Borrani wheels. The current owner has just had the car serviced and the engine completely overhauled. We are advised that it is very reliable and adequately powerful, weighing only 850kg.

This unique car is regularly invited to prestigious Concours d'Élégance events such as Firenze in September 2012 (organised by Unique Special Ones), Paleis Soestdijk in the Netherlands, and Château de Chantilly in France, winning several prizes. The car is offered with a comprehensive history, Belgian Carte Grise, valid MOT, FIA papers, and a Fiche d'Identita per Autovetture Storiche from the Commissione Sportiva Automobilistica Italiana. A wonderful opportunity to acquire a unique coachbuilt FIAT eligible for the Mille Miglia.

**€150,000 - 180,000**





**1970 PORSCHE 911 2.2S TARGA**

Chassis no. 9110310513

Engine no. 6301883

- One of only 729 examples of the 2.2-litre 'S' Targa built
- Long-time owned by the Auburn Automotive Heritage Museum (1982-2015)
- Recently completed professional full restoration
- Bills totalling over €120,000 available



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 exalted level on both the road and the racetrack.

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 (217km/h). 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' models.





Two years after the original coupé's introduction, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion together with removable roof and rear hood sections, which were stowed in the boot. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

The car offered here is one of the rare C-programme (1970) 911S Targa models with the 2.2-Litre engine, only 729 of which were produced, and with 180bhp on tap was one of the two most powerful models in the range, the other being the 911S coupé. A matching-numbers example, chassis number '9110310513' was delivered new to the USA and is believed to have been on static display for most of its life (1982-2015) at Auburn Automotive Heritage in Indiana from where the current owner bought the car.

Well preserved, the Porsche did not need a full restoration but the perfectionist owner wanted it to be perfect and commissioned a full 'last nut and bolt' restoration. It is offered fresh from the completion of this concours-standard restoration (undertaken between 2015 and 2019) and comes with a photographic record and invoices totalling over €120,000. The latter total includes bills of €25,000 for the engine rebuild. Originally finished in Burgundy with beige/tan interior, the car now has Pepita interior trim (the expensive and difficult to find door pockets are new).

Driven barely 100 kilometres since completion, the Targa is presented in excellent condition throughout. At the time of cataloguing the final suspension adjustment had yet to be carried out, hence the car's low appearance in the photographs. A highly desirable top-of-the-range model in a very attractive colour-combination, this superb Porsche 911S Targa is worthy of the closest inspection. The car is offered with Belgian registration papers, old US title, and the aforementioned restoration invoices and an incredible amount of restoration photos.

**€100,000 - 150,000**



Only 27,000 kilometres from new

## 1979 DE TOMASO PANTERA GTS 'NARROW BODY'

Coachwork by Ghia

Chassis no. THPNUD09137

- One of the very few Pantera GTS 'Narrow Body' cars built
- Most powerful and sought-after GTS version (355bhp 5.7-litre V8 engine, ZF manual gearbox)
- Delivered new to France
- Same family ownership from new until 2014
- Un-restored and in extremely well-preserved condition
- All history and full documentation from new
- Matching numbers



Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar: the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame - and adopted competition-specification double wishbone/coil-spring suspension all round. The Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to a ZF all-synchro five-speed transaxle, the 351ci (5.8-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-100km/h sprint in a little over 5 seconds and touch 257km/h flat out.

Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s. De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972.

The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe. At around the same time Ford ceased production of the 351ci Cleveland V8, which led to De Tomaso sourcing their engines from Ford Australia who continued to make that engine until 1982. The Australian-made engines were available in a range of power outputs up to around 355bhp.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone a series of upgrades. The first of these had appeared on the 'L' model of 1972, which featured 'impact resistant' bumpers and improved cooling and air conditioning systems. Flared wheelarches distinguished the GTS model of 1974, which in European trim came with a 355bhp engine, larger wheels/tyres, and other performance enhancements

This rare Pantera GTS was delivered new via Sedax, the De Tomaso importer for France. It has had only two registered owners and belonged to the same family from new until 2014. The car was ordered by Mr Pierre Maraval for the total sales price of 184,180 French Francs (original sales invoice on file) and with the following options: hot country specifications; central locking passenger side; Campagnolo wheels shod with Pirelli P7 tyres; and Group 3 sports seats.









Mr Maraval also specified that the car should be delivered without the GTS model's characteristic wide wheelarches. It is believed that only very few cars were delivered like this. He kept the car in absolutely immaculate condition and had it serviced properly, unlike many Pantera owners.

After the first owner's death, the Pantera GTS was transferred to his wife, Mrs Christine Maraval and later passed to their son, Philippe, who exported it to the Illinois, USA in 1997. Philippe continued to cherish this rare Pantera GTS until he passed it on to its next enthusiastic custodian in 2014 with the help of the De Tommaso importer for Belgium and gentleman racer, Claude Dubois, who has known this car from its earliest days.

The current (third) owner has never registered the car and only drives it regularly over short distances to keep it in top condition.

German originality specialists FSP have confirmed that this car is exceptional, retaining 90% of its original paintwork, which still presents very well with only slight signs of age (rare for a Pantera). There are no traces of welding or any accidents, etc and apart from some very light superficial corrosion to the body's underside and some deformations at the sills, there are no observed faults.

The interior is in original and extremely well-preserved condition showing a lovely patina, commensurate with the recorded mileage, while the engine and gearbox seem untouched and perform excellently. Service parts that have been replaced over the years include the clutch and clutch cylinder; suspension dampers (adjustable); electrical wiring; fuel and oil lines; tyres; and various bearings, seals, spark plugs, etc.

FSP have given this Pantera an 'AA' rating meaning that it is in as good as untouched original condition with no alterations from factory specification ('AAA' is the highest rating). Dated March 2015, FSP's detailed report is on file and the car also comes with its original spare wheel and a second set of keys.

The following documentation is on file:

- Original order and sales invoice from 1979
- Correspondence with Sedax
- US title in the name of Philippe Maraval
- Confirmation of EU taxes paid
- Numerous invoices
- Books, manuals and leaflets
- €120,000 - 160,000**



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## 1976 PORSCHE 930 TURBO 3.0 COUPÉ

Chassis no. 9307700066

Engine no. 6770082

- *Desirable early 3.0-litre Type 930 Turbo*
- *Original and rare colour scheme of Viper Green with matching original interior*
- *Rare German delivery from new*
- *Extensively restored recently and in excellent condition*
- *Option of no standard air-conditioning or sunroof*



Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph (250km/h). But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph (160km/h) in a staggering 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning, and electric windows. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age.





This matching-numbers Porsche 911 Turbo was delivered new by Raffay in Germany in October 1976. It is one of the first 100 cars of the 1977 model year, finished in 1976 in the rare and wacky colour of Viper Green metallic. This car is not equipped with air conditioning or the standard sliding sunroof (unusually, customers had to specify that the latter should be deleted) and is the only known example that was delivered in the combination of Viper Green with matching interior for this model year. In total, only a few dozen cars were produced for the 1977 model year in Viper Green metallic.

The Porsche moved to the Netherlands in 1993 and after several years of use was taken off the road by the previous owner. It remained unused for 11 years until purchased by the current owner in 2016. The Porsche was then in good original condition; everything was still present, including the original toolkit and tyre compressor. A professional restoration was immediately commissioned. The body was stripped back to bare metal by hand, revealing that the car was completely damage-free and had never had an accident.

It was then professionally restored and re-sprayed in the original colour. Accident-free 3.0-litre 930s are rare, as many drivers were caught out by the car's 'turbo lag', which could make it tricky to drive, especially in the wet. With the Type 930 Turbo's arrival, Porsche started to provide specific driver training. These driving courses still exist.

The engine was completely overhauled and everything that showed wear has been replaced. The chassis likewise has been overhauled together with the brakes and some elements of the electrics. The green interior remains original - even the original Blaupunkt radio is still present, complete with a microphone to record dictation 'en route' that would later be typed up by a secretary. The car is also equipped with the original exhaust and wheels, and has new tyres. It is supplied with the original toolkit; an original maintenance booklet (not filled in); and the original compressor for the tyre pump. An official Porsche Certificate of Authenticity is included also.

**€100,000 - 150,000**





**1989 ASTON MARTIN V8 ZAGATO VOLANTE**

Coachwork by Zagato

Chassis no. SCFCV81Z1JTL30029

- One of only 37 Zagato-bodied V8 Volantes built
- One of a mere 12 left-hand drive examples
- Desirable manual transmission
- Circa 2,540 kilometres recorded
- Previous long-term Belgium private ownership



With the introduction of the V8 Vantage-based Zagato in 1986, Aston Martin renewed its association with one of Italy's most illustrious carrozzeria, Zagato having been responsible for that most celebrated and desirable of all post-war Aston Martins, the DB4GT. Neighbouring stands at the 1984 Geneva Salon facilitated the initial contact between Aston boss Victor Gauntlett and the Zagato brothers, and by following year the project had progressed sufficiently for Aston to accept deposits on the 50 production cars planned. The first prototype was shown to the public at Geneva in March 1986, and in June successfully met its design target by achieving a maximum speed of 186mph while on test with the French magazine *Sport Auto*.

Part of Zagato's brief had been to shed some of the standard Vantage's not inconsiderable weight, and this was achieved by the simple expedient of shortening the wheelbase by a little over 17 centimetres and deleting the rear seats, thus creating the first production two-seater since the DB4GT. The 5.3-litre four-cam V8 was, naturally, to Vantage specification, producing a mind-bending 432bhp at 6,200rpm. The manner of its installation though, created a certain amount of controversy, the Zagato's low sloping bonnet, penned in the expectation of a fuel-injected engine, being marred by an unsightly bulge necessary to clear the Vantage's quartet of Webers.





Predictably, given the success of the saloon, a Zagato Volante convertible was not long in coming. The very first example was made by converting a saloon - chassis number '20042' - which was first displayed publicly at the Geneva Salon in 1987. Intended only for the fuel-injected 320bhp engine, the production Volante avoided its sibling's bonnet bulge unless, of course, a customer specified an engine in Vantage tune. The Volante was intended to be even more exclusive than its closed cousin - 25 were planned initially, as opposed to 50 saloons. In the event, a total of 37 had been built by the time production ceased in 1990, making this one of the rarest and most desirable of open supercars as well as an exceptionally collectible Aston Martin.

According to the accompanying car record card from Aston Martin, this beautifully presented V8 Zagato Convertible was originally finished in the most attractive colour combination of Vulcan Black with black leather interior, black carpets, black hood, and grey Alcantara headlining, the same as it is today. This is an ultra-rare variant of an already rare car: of the 37 Zagato Volantes built, only 12 were left-hand drive of which only eight were fitted with the desirable five-speed manual gearbox like this example.

Currently showing a mere 2,540 or so kilometres on the odometer, this beautifully finished car would be a welcome addition to any serious collection, Aston Martin or otherwise. It is believed to have spent some 20 years in the collection of a well-known Aston Martin connoisseur in Belgium, and there is an email on file from Aston Martin Antwerp confirming that they have known the car for some 20 years and looked after it on behalf of the previous owner, who is said to have used it only sporadically. An invoice on file from 1993 for the sale of the car, issued by the Aston Martin main agent for Belgium, suggests that it had spent a long time in Belgium. Subsequently, in 2016, the Aston was sold by a well-respected Dutch Aston Martin specialist to the current owner in Germany.

The car will be offered with German registration documents as well as with the following documentation: the aforementioned car record card from Aston Martin; Aston Martin Certificate of Origin; sundry invoices; the aforementioned email from Aston Martin Antwerp; Belgian Keuringsbewijs (valid until 2016); Belgian vehicle registration application form; and various other paperwork

This is a true collector's car that ticks all the boxes: rarity, design, colour combination, limited usage, and provenance. An opportunity not to be missed.

**€320,000 - 380,000**



43 Ω

## 2004 FERRARI ENZO

Coachwork by Pininfarina

Chassis no. ZFFCZ56B000125952

- One of only 400 produced
- Delivered new via Charles Pozzi in France to Andorra
- 26,707 kilometres from new
- Ferrari service history
- Registered in Andorra

"In 1999 we won the manufacturers' championship; in 2000 we added the drivers' championship for the first time in 21 years. We won the last championship of the 20th Century, and the first of the 21st Century. I wanted to celebrate this with a car very much like a Formula 1. After honouring Modena and Maranello, we felt this was the right car to honour the name of our founder." – Luca di Montezemolo, President of Ferrari.

Fortuitously, the Enzo's announcement in mid-summer 2002 coincided with Michael Schumacher clinching that year's Formula 1 drivers' championship for Ferrari, his third in a row for the Italian manufacturer. Indeed, the German superstar had been instrumental in the Enzo's development, contributing much valuable input to the refinement of its driving manners.

Formula 1-derived technology abounded in the Enzo. Its electro-hydraulic six-speed manual transmission had already been seen in other Ferraris and was further refined, changing ratios in a lightning-fast 150 milliseconds, while the steering wheel with its plethora of buttons, lights and switches was guaranteed to make any F1 driver feel at home.

Carbon brake discs had been standard F1 equipment for many years, but the Enzo's carbon-ceramic rotors represented a 'first' for a production road car. Double wishbone suspension, or variations thereof, is to be found on virtually every modern supercar, but the Enzo's incorporated pushrod-operated shock absorbers all round, just like a racing car's. In one important respect Ferrari's new sports car was superior to its F1 cousin, incorporating Skyhook adaptive suspension, a type of technology banned from the racetrack since the late 1990s. Constructed entirely from carbon fibre and Kevlar, the monocoque chassis tub was immensely stiff, a necessary requirement of the adaptive suspension.





It may not look like a Formula 1 car but the Enzo benefited from aerodynamic developments made in motor sport's premier category, enabling it to dispense with the rear wing of its F40 and F50 predecessors, employing a state-of-the-art under-body diffuser instead. Harking back to another landmark Ferrari - a Group 5 sports-racer this time - the doors opened upwards and forwards, just like those of the Tipo 512 of 1970.

Although not as stark as that of an out-and-out competition car, the Enzo's interior was more functional than that of previous Ferrari road cars, boasting a mix of red leather trim and carbon-fibre panelling. There was not even a stereo system, the (optional) air conditioning being just about the only concession to creature comforts.

The heart of any car though, and especially of a Ferrari, is its engine; that of the Enzo being a 60-degree V12, a configuration long associated with the Italian marque and so the natural choice for a model bearing the name of the company's founder. Deploying four valves per cylinder, variable valve timing, and variable length intake trumpets (the latter another Formula 1 spin-off) this 6.0-litre unit produced a mighty 660bhp, 33 horsepower more than its BMW-powered McLaren F1 rival.

Unleashing all this power in a straight line produced acceleration figures of 0-100km/h (62mph) in a little over 3.5 seconds, with 200km/h (124mph) achievable in 9.5 seconds. Yet applying the brakes hard enough could bring the Enzo back to a standstill in only an additional 5.7 seconds - impressive stuff. The top speed? A little over 350km/h (218mph). Hitherto, Ferrari had shied away from providing 'driver aids' on this type of car but perhaps not surprisingly given this level of performance, opted to fit traction control, anti-lock brakes, and power-assisted steering to the Enzo.

A mere 349 examples of this 'legend in the making' were scheduled for production at a price of around \$650,000 (approximately £450,000) apiece, making it the most expensive Ferrari ever made. As it happened, Ferrari ended up making 400 and, needless to say, had no trouble whatsoever in selling them all, one going to His Holiness Pope Benedict XVI.





Testing an Enzo at Ferrari's Fiorano track soon after its announcement in 2002, Car magazine's Mark Walton enthused: "On the move, the Enzo is something else. It sounds absolutely unbelievable – so loud and crisp I can imagine farmers three miles outside Maranello looking up from their fields. It doesn't scream like an F1 car; it howls and bellows like a big-capacity Group C racer..." and that was before he had even sat in the car. Once out on the track, it did not disappoint: "The Enzo lunges forwards so violently that it feels like it could cause brain damage – a big, muscular punch that makes your stomach lurch and your head reel with blood loss.

"As if that crushing power wasn't enough, the steering is unbelievably light, yet still pointy and full of feel. It feels so willing, so utterly in your control as you turn in..." Clearly, the next owner of the pristine example offered here has much to look forward to.

This fine example of Ferrari's legendary supercar was delivered new from the factory via Charles Pozzi SA to Andorra where it was sold new to the current vendor. The car has covered a mere 26,707 kilometres from delivery and is described by the owner as in excellent condition in every respect.

Services have always been performed by a Ferrari dealership, with attention to the smallest detail, replacing parts that showed even the slightest wear. Recently the 4 tires have been changed. The car comes complete with its original luggage, two sets of keys, all of its original paperwork and books, an Andorra registration document, and Ferrari concessionaire service history. The most recent invoice (dated 29th July 2019) from Ferrari Barcelona is for a major service costing €8,321.

As is so often the case with limited edition 'instant classics', Ferraris in particular, values have continued to rise since the Enzo's introduction and show no signs of slowing down. An opportunity not to be missed.

Please note this motor car is subject to the normal local import tax on Hammer Price and Buyer's Premium, should it remains in the EU.

Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

**€1,300,000 - 1,600,000**



**1952 LANCIA AURELIA B53  
CABRIOLET CARROZZERIA SPECIALE**

Coachwork by Pinin Farina

Chassis no. B53-1083

- Landmark Lancia model
- Rare coachbuilt variant
- Professionally restored 2006-2008
- Offered from a private collection



One of the most influential designs to emerge from Italy post-WW2, the classic Aurelia was the first car ever to employ a V6 engine. Launched at the 1950 Turin Motor Show, the original B10 saloon was joined the following year by the landmark, Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world.

Models with longer wheelbases and larger engines in various states of tune followed, while to cater for independent coachbuilders Lancia produced a platform chassis, designated B50 or B51 (with different gearing/tyres) and powered by the standard 1,754cc 56bhp V6 engine. With the announcement of the B20 Coupé, a 2,000cc engine was introduced, which was also made available for the platform chassis, designated B52 or B53 (again depending on gearing/tyres). It is estimated that fewer than 90 B53 chassis were produced.





According to information supplied by the Centro Storico FIAT, this beautiful Lancia Aurelia B53 Cabriolet left the factory on 21st October 1952. Further research revealed that it is a 'Carrozzeria Speciale' by Pinin Farina, indicating that the body is most likely a one-off; indeed, it is a much sleeker and considerably more modern in appearance than the standard B50 Cabriolet. A most elegant and exclusive example of Pinin Farina styling at its best, it afforded the prospect of open-top motoring for the whole family.

Believed to have been finished originally in dark red with a matching leather interior, the car was changed in colour while in the ownership of a previous owner, a Mr O'Rourke from London, who owned it in the 1990s. The Aurelia then passed to a Mr Ron Francis, again in the UK. When Mr Francis acquired the car, it had a Lancia B20 engine in a very poor state of repair, which he replaced with an over-bored B12 engine. At that time the car was painted bright red. Mr Francis sold the Lancia to its current owner in April 2005.

The new custodian commissioned a comprehensive restoration, which was undertaken between 2006 and 2008 by well-respected Lancia specialists, Omicron Engineering Ltd. They refinished the car in its current shade of light blue (arguably much more attractive than bright red) while carefully preserving the dark red leather interior, which is believed to be original. A new dark blue hood was fitted at the same time.

The Aurelia comes with UK V5C registration document, restoration documentation, copy email from Centro Storico FIAT, and two original photographs taken by Pinin Farina when the car was new.

Very few of these Lancia Aurelia B53 Cabriolets were constructed, and even fewer have survived, making this example an ideal candidate either for continental touring or Concours d'Élégance events where it will surely be enthusiastically welcomed. Rare and desirable, this coachbuilt Lancia represents a wonderful opportunity for the discerning collector.

**€140,000 - 170,000**





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## 1980 FERRARI 512 BB COUPÉ

Coachwork by Pininfarina

Chassis no. 30935

- One of 929 produced
- Delivered new in Italy
- Circa 13,000 kilometres from new
- Ferrari Classiche certified



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. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512 BB to meet increasingly stringent emissions targets without loss of performance. Displacement was increased 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.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm.





The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.

Road & Track magazine had achieved a speed of 175mph (280km/h) in the preceding 365 GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph (302km/h) was felt entirely realistic. The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. "That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested," enthused the highly respected American motoring magazine. "If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability."

In 1981 the model was updated with Bosch fuel injection, becoming the 512 BBi. Once again, maximum power remained unchanged but there was more available at lower revs and torque increased still further. 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.

Chassis number '30935' was completed in February 1980 and delivered new to the then Italian concessionaire, Autoexpo of Ora, Bolzano. The original colour scheme was Rosso Chiaro with beige leather interior trim. First registered in the UK on 4th March 2013, the Ferrari was inspected by renowned marque specialist Joe Macari on its arrival and has had only one private owner since then. On file are various bills for re-commissioning and fault rectification carried out in the first half of 2018. Presented in beautiful condition, this wonderful 512 BB comes complete with a UK V5C Registration Certificate; all its original books and tools; and the all-important Ferrari Classiche 'Red Book'.

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.

**£230,000 - 260,000**



Offered from a private Belgian-Swiss collector

## 1958 CHEVROLET CORVETTE CONVERTIBLE

Chassis no. J58S102481

- New 283ci (4,639cc) V8 engine
- Manual transmission (overhauled in 2017)
- Present ownership since 2015
- Maintained at no expense spared
- Registered in Belgium



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market. A facelift for 1958 saw the Corvette gain a quartet of chrome-rimmed headlamps and a host of other more minor styling changes.

By this time, the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque. Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and development it into a genuine race-winner.

These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car. Like most American cars, the Corvette was available with a host of optional extras, with the result that seldom are two exactly alike.

This example was purchased from Classic Dream Cars GmbH by the lady vendor in May 2015 (sales invoice on file). Since then the car has benefited from extensive refurbishment in the care of recognised specialists, principally Carrosserie Janssens of Braine l'Alleud, Belgium, there being related invoices on file totalling circa €30,000. Works carried out include installing a new engine (2016) and overhauling the gearbox and running gear (2017) and fitting new dampers, a new exhaust, a new soft top and a new radio. The car also comes with a Belgian Carte Grise and a copy of The Genuine Corvette Black Book by Michael Antonick.

Finished in its original colour combination of yellow with black interior, this beautiful Corvette is ready for the next fortunate owner to enjoy.

**€60,000 - 90,000**  
**No Reserve**



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First registered to Porsche AG

## 1978 PORSCHE 928 COUPÉ

Chassis no. 928 810 2083

- Desirable first year of production example with manual gearbox
- Three registered owners
- Stamped service booklet
- Beautifully presented



Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an upmarket replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish hatchback body used aluminium for the doors, bonnet, and front wings in the interests of weight saving, while ingenious impact-resistant 'bumpers' made of colour-matched plastic were incorporated in the nose and tail. The V8 engine - Porsche's first - displaced 4.5 litres and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options.

This stunning early Porsche 928 from the first year of production in 1978 was first owned and registered by the factory itself. The accompanying original service booklet and instruction manual recorded the first three services at 1,575 kilometres, 19,541 kilometres, and 30,693 kilometres at Porsche AG in Weissach. In 1979 the car was sold to its second owner, a Professor from Ismaning near Munich. He paid the princely sum of 42,000 DM for the car (the original payment confirmation from Porsche is on file).

The second owner had the car meticulously serviced at the Munich-based Porsche main agent, MAHAG, with a further nine stamps in the original service booklet, the last dated March 2012 at 117,043 kilometres. The car changed hands again in 2017 and since then has formed part of the current owner's private collection of sports cars. During his ownership, the car was serviced again in March 2017 by Porsche Munich at a cost in excess of €4,100 (copy invoice on file), while an oil change was carried out by another garage in April 2019. The current odometer reading is 118,848 kilometres.

Beautifully presented, this early example represents the Porsche 928 in its purest form, boasting an attractive exterior/interior colour combination and with only three registered owners from new. The car is offered with German registration documents; the aforementioned service and instruction manual; a manual for the original Blaupunkt radio; an original sales brochure; and a folder containing sundry invoices and pieces of correspondence.

**€40,000 - 60,000**  
**No Reserve**



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Coachwork by Carrozzeria Frua

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**1931 BUGATTI TYPE 55 ROADSTER**  
Coachwork by Figoni

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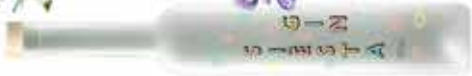
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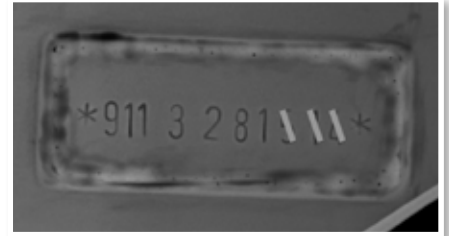
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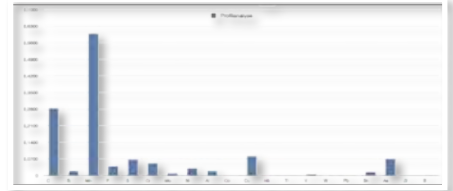
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In these General Conditions, the following terms and expressions will have the meaning indicated below:

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- Sales are finalised once the auctioneer has struck his Hammer and pronounced the word “toegewezen” (“sold”).

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- Additional costs or special taxes may be owed on certain Lots, on top of usual fees and taxes. This will be indicated in the sale catalogue or by an announcement made at the time of sale by the auctioneer.

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- The clauses in these general conditions are independent from each other. The nullity of one clause will not give rise to the nullity of another.

- Only the English version of these general conditions has legal force. Any version in another language will be deemed merely ancillary.



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De onderstaande tekst is een vrije vertaling van de Algemene voorwaarden in het Engels. Indien er verschillen zijn tussen de Engelse versie en de Nederlandse versie van de verkoopvoorwaarden dan is de Engelse versie beslissend.

Ieder verwijzing in deze algemene voorwaarden naar "Bonhams" wordt geacht een verwijzing te zijn naar Bonhams 1793 Ltd. (hierna "Bonhams").

Bonhams treedt op als agent van de verkoper. Het verkoopcontract voor het object dat publiekelijk wordt geveild is overeengekomen tussen de verkoper en de koper. De relatie tussen Bonhams en de koper is onderhevig aan deze algemene voorwaarden evenals aan de Belangrijke informatie voor kopers en verkopers die als bijlage is bijgevoegd bij deze catalogus. Bonhams is niet aansprakelijk voor inbreuk door de verkoper of de koper.

## DEFINITIES VAN DE WOORDEN EN UITDRUKKINGEN DIE GEBRUIKT WORDEN IN DE ALGEMENE VOORWAARDEN

In deze algemene voorwaarden hebben de volgende termen en uitdrukkingen de onderstaande betekenis:

- **"Verkrijger" of "koper" of "winnende bidder":** de persoon die het laatste bod doet en aan wie door de gemachtigde veilingmeester een kavel wordt toegewezen.
- **"Veilingmeester" of "gemachtigde veilingmeester":** de vertegenwoordiger van Bonhams 1793 Ltd. die gemachtigd is om de veiling te leiden.
- **"Bieder" is de partij die tijdens een veilingverkoop of tijdens het bieden een bod uitbrengt.** Dit kan ook gebeuren door middel van een tussenpersoon of door middel van een vertegenwoordiger van Bonhams 1793 Ltd.
- **"Kavel":** ieder object (goederen of motorvoertuigen) die zijn opgenomen in de catalogus of de lijst van toegevoegde kavels, die bezichtigd kunnen worden en die gepresenteerd worden voor de veiling.
- **"Veilingprijs" of de "hamerprijs":** de prijs, exclusief kosten, gegeven in de valuta waarin de veiling wordt gehouden en waartegen een kavel door de gemachtigde veilingmeester aan de bieder wordt toegekend.
- **"Limietprijs":** de minimum prijs waarvoor een kavel verkocht mag worden als overeengekomen tussen Bonhams en de verkoper.

Ieder kavel dat gemerkt is met een (#) symbool geeft aan dat Bonhams een financieel belang heeft bij dit kavel.

## CONDITIE VAN DE KAVELS

- Bonhams adviseert bieders om de kavels waarop zij willen bieden voorafgaand aan de veiling zorgvuldig te inspecteren. "Conditierrapporten" over de conditie van de kavels zijn op verzoek beschikbaar van de relevante afdeling.
- Alle informatie over de conditie van een kavel in de beschrijving in de catalogus of de "conditierrapporten", evenals mondelinge verklaringen zijn uitsluitend een uitdrukking van een mening. Verwijzingen in de catalogusbeschrijving of conditierrapporten ten aanzien van de conditie van een kavel en de restauratie- of ongevallengeschiedenis worden enkel gegeven om de aandacht van de koper op deze bijzonderheden te vestigen.

- De conditie van een kavel kan variëren tussen de tijd waarop het wordt beschreven in de catalogus en de tijd dat het ter verkoop wordt aangeboden. Iedere belangrijke variatie zal op het moment van verkoop worden vermeld.

## VEILINGEN

- Iedere partij die voorafgaand aan de verkoop een bod uit wil brengen dient een registratieformulier van Bonhams voor bieders in te vullen. Zij dienen tevens een officieel legitimatiebewijs en een bewijs van adres te overleggen. Het naar behoren ingevulde formulier moet ondertekend en gedateerd worden ingeleverd bij Bonhams voordat de verkoop begint en iedere mogelijke bieder zal een registratienummer ontvangen.
- Alle bieders worden verondersteld en zullen geacht worden op persoonlijke titel te bieden tenzij voorafgaand aan de verkoop uitdrukkelijk aan Bonhams schriftelijk bekend is gemaakt dat zij optreden namens een derde en deze derde door Bonhams is goedgekeurd. In dat geval zullen beide partijen hoofdelijk en gezamenlijk aansprakelijk worden gehouden door Bonhams.
- Iedereen die tijdens de veiling een bod uitbrengt wordt geacht de verkoopvoorwaarden gelezen en geaccepteerd te hebben.
- De verkoop zal plaatsvinden in het Nederlands, dat de officiële, wettelijke taal van de verkoop is.
- Veilingen worden gehouden in euro's. De omrekeningskoersen naar andere valuta die op een elektronisch bord worden weergegeven kunnen enigszins afwijken van de wettelijk vastgestelde omrekeningskoersen. Bonhams wijst alle aansprakelijkheid af in geval van een storing of een onjuiste weergave. Alleen het bedrag van het laatste bod als vermeld door

de veilingmeester geldt als beslissend.

- Bonhams behoudt zich het recht voor om geheel naar eigen inzicht de deelname door een persoon aan een van zijn veilingen te weigeren.

- Taxaties die door Bonhams worden verstrekt zijn alleen indicatief en mogen niet worden beschouwd als een gegarandeerde veilingprijs.

- Indien een limietprijs is vastgesteld dan behoudt de gemachtigde veilingmeester zich het recht voor om een bod te doen namens de verkoper tot de limietprijs bereikt is.

- Bonhams is niet aansprakelijk indien een kavel waarvoor geen limietprijs is vastgesteld verkocht wordt voor een bedrag dat lager is dan het getaxeerde bedrag.

- Het bieden geschiedt geheel naar goeddunken van de veilingmeester.

## BIEDEN BIJ AFWEZIGHEID

- Bonhams biedt kopers die niet aanwezig kunnen zijn bij de veiling de mogelijkheid om per telefoon een bod uit te brengen of een bod uit te brengen bij afwezigheid. Hiervoor zijn formulieren beschikbaar op de locatie en ook bijgevoegd bij de catalogus.

- Bonhams is niet aansprakelijk voor een verzuim of een fout bij de uitvoering van verzoek om een bod bij afwezigheid. Deze mogelijkheid is uitsluitend een dienstverlening die gratis wordt aangeboden aan de potentiële koper.

- Waar twee gelijke biedingen bij afwezigheid worden ontvangen, zal het eerst ontvangen bod voorrang krijgen.

- Bonhams is niet aansprakelijk indien de telefoonverbinding niet werkt door een technische storing, of indien er een fout of een omissie optreedt bij het uitbrengen van uw bod.

## INCIDENTEN DIE DE VERKOOP BEÏNVLOEDEN

- Wij kunnen geheel naar eigen inzicht een bod weigeren, een bod verhogen met een bedrag dat wij juist achten, een kavel opsplitsen, twee of meer kavels combineren, een kavel terugtrekken uit een verkoop en voordat de verkoop gesloten is ieder kavel opnieuw ter veiling aanbieden. De koper zal de bieder zijn die het hoogste bod doet dat acceptabel is voor de veilingmeester voor ieder kavel (onderhevig aan een eventuele limietprijs) voor wie het kavel wordt toegewezen door de veilingmeester na het vallen van de hamer van de veilingmeester. Ieder dispuut over het hoogste geaccepteerde bod wordt geheel naar eigen inzicht beslist door de veilingmeester.

## VERKOOP

- De verkoop is gedaan op het moment dat de veilingmeester zijn hamer laat vallen en het woord "toegewezen" zegt.

- Indien de limietprijs niet gehaald is zal het kavel per hamerslag worden afgeslagen.

- Na het vallen van de hamer dient de koper de veilingmeester het aan hem/haar toegekende nummer te tonen.

- Na de verkoop zal alle risico met betrekking tot het kavel volledig en zonder voorbehoud overgaan op de koper. Het is de verantwoordelijkheid van de koper om het gekochte te verzekeren. Bonhams wijst alle aansprakelijkheid van de hand voor schade die de koper op kan lopen vanaf het moment van de verkoop tot de verwijdering van het kavel in het geval dat de koper geen gehoor geeft aan deze bepaling.

## BETALING

- De koper komt overeen om Bonhams bovenop de hamerprijs het volgende te betalen:

- Een opgeld van 15% van de hamerprijs voor ieder voertuig of automobilia item samen met de BTW tegen het vastgestelde tarief.

- Voor bepaalde kavels kunnen extra kosten of speciale belastingen verschuldigd bovenop de gewone vergoedingen en belastingen. Dit zal worden aangegeven in de verkoopcatalogus of door middel van een aankondiging op het moment van verkoop door de veilingmeester.

- De koper dient onmiddellijk de totale aankoopprijs te voldoen die bestaat uit de verkoopprijs en de toepasselijke opgeden en belastingen.

- Bonhams behoudt zich het recht voor om verkochte kavels terug te houden tot de volledige en effectieve betaling van de verkoopprijs, vermeerderd met de toepasselijke opgeden en belastingen, heeft plaatsgevonden.

- Betaling kan gedaan worden met contant geld tot een maximum van € 3000; door middel van een debetkaart, onderhevig aan een toeslag van 3% op het totaal indien niet uitgegeven door een Belgische bank; door middel van een creditcard, onderhevig aan een toeslag van 3% van het totaal, of door middel van een bankoverschrijving in Euro. (Zie ook Belangrijke informatie voor kopers en verkopers).

## SYMBOLEN NAAST DE KAVELNUMMERS:

- † BTW tegen het geldige tarief op de hamerprijs en het opgeld
- Ω BTW op geïmporteerde kavels tegen het geldige tarief op de hamerprijs en het opgeld
- \* BTW op geïmporteerde kavels tegen een voorkeurstarief van 6% op de hamerprijs en tegen het geldige tarief op het opgeld

Het momenteel geldige BTW -tarief op het moment van ter perse gaan is 21% maar is onderhevig aan wijziging door de overheid en het te betalen tarief zal het tarief zijn dat geldig is op de dag van aankoop.

## AUTO'S VOOR VERZAMELAARS

- De koper dient alle vereiste formaliteiten te vervullen van welke aard dan ook die op dat moment wettelijk van kracht zijn om gebruik te maken van het gekochte op de openbare weg. De winnende bieder wordt verondersteld bekend te zijn met de toepasselijke wetgeving en Bonhams is onder geen enkele omstandigheden aansprakelijk voor nalatigheid door de winnende bieder zich aan de genoemde formaliteiten te houden.

- Het is de verantwoordelijkheid van de koper om voorafgaand aan de verkoop de documenten te inspecteren van de auto die zij wensen te kopen, met name de technische inspecties en de registratiedocumenten.

- Het aantal gereden kilometers in de beschrijving komt overeen met het aantal op de kilometer teller en biedt geen garantie van het werkelijk aantal met de auto gereden kilometers. Bonhams accepteert geen aansprakelijkheid indien er een verschil is tussen de twee.

- Het jaar dat vermeld wordt in de beschrijving van ieder kavel komt overeen met het jaar op de registratiedocumenten.

## KAVELS EXPORTEREN

- Tijdelijke invoer: voertuigen die worden vooraf gegaan door het symbool (Ω) of (\*) naast het kavelnummer zijn ter beschikking gesteld door eigenaren buiten de EU. Kopers dienen bovenop hun bod de verschuldigde BTW te voldoen die kan worden vergoed aan kopers van buiten de EU na overlegging van de exportdocumenten die binnen drie maanden na de verkoopdatum onVATngn moeten zijn.

## EXPORTVERGUNNING

- De aanvraag van een certificaat voor culturele stukken met als doel de vrije circulatie daarvan buiten België (exportvergunning) of andere administratieve documenten is niet van invloed op de betalingsverplichting van de koper.

## AUTEURSRECHTEN

- Bonhams is eigenaar van het auteursrecht op de catalogus. Reproductie is niet toegestaan zonder schriftelijke toestemming van Bonhams.

- In zijn capaciteit als publieke verkoopveiling heeft Bonhams een vrijstelling met betrekking tot de reproductie van kunstwerken in zijn verkoopcatalogus, zelfs waar het auteursrecht nog niet in het publieke domein verkeert.

- Ingevolge de literaire en kunstzinnige eigendomsrechten impliceert de verkoop van een werk niet de overdracht van het recht van reproductie en representatie van het werk.

## WET EN JURISDICTIE

- Deze overeenkomst en iedere vordering, dispuut of verschil met betrekking tot deze overeenkomst en iedere zaak op grond van deze overeenkomst is onderhevig aan en zal worden begrepen in overeenstemming met de Engelse wet.

- Iedere partij komt onherroepelijk overeen dat de rechtbanken in Engeland exclusieve jurisdictie zullen hebben met betrekking tot iedere vordering, dispuut of verschil van mening aangaande deze overeenkomst en alle zaken die daaruit voortvloeien, tenzij Bonhams verkiest om gerechtelijke stappen tegen u te ondernemen bij een andere bevoegde rechtbank voor zover toegestaan door de wetten van het toepasselijke rechtsgebied.

- U doet onherroepelijk afstand van enig recht dat u hebt om bezwaar te maken tegen gerechtelijke stappen die Bonhams tegen u onderneemt bij de rechtbanken in Engeland of in enige andere jurisdictie op grond van de bovenstaande clausule door deze aan te vechten op basis van exceptie van onbevoegdheid of door de jurisdictie van die rechtbanken aan te vechten.

- De clausules in deze algemene voorwaarden zijn onafhankelijke van elkaar geldig. De niet-geldigheid van een clausule zal geen gevolgen hebben voor de geldigheid van de andere clausules.

- Uitsluitend de Engelse versie van deze algemene voorwaarden zal beslissend zijn. Iedere versie in een andere taal wordt beschouwd als ondergeschikt.

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# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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Sale title:		Sale date:													
Sale no.		Sale venue:													
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Lot No	Year	Model
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LOT 22

**1964 SHELBY COBRA 289 ROADSTER**



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