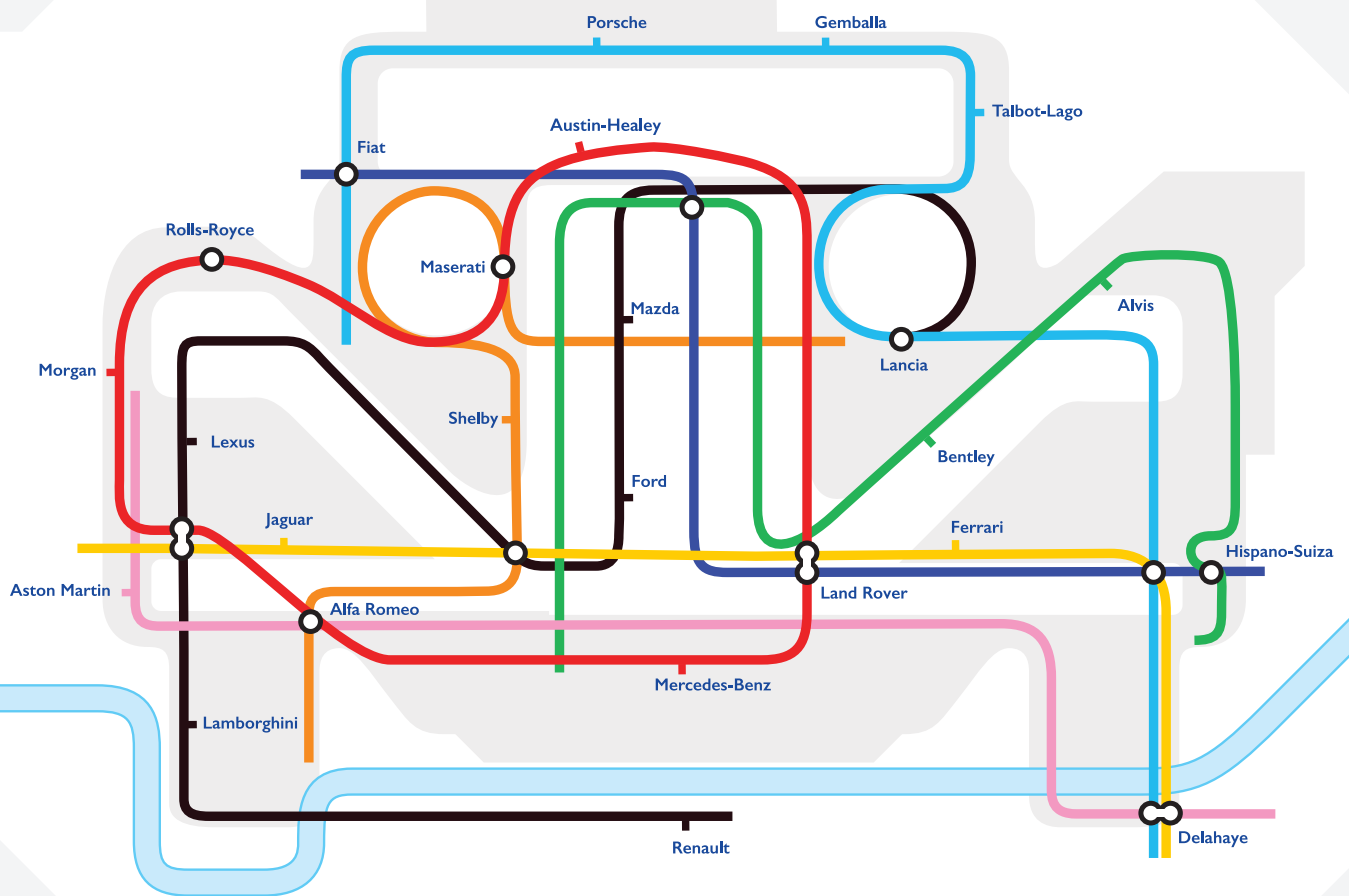


LONDON 6 SEPTEMBER 2017

# LONDON



Sotheby's







Lot 142: 2004 Ferrari Enzo



Sotheby's

# LONDON

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Wednesday | 6 September 2017 | 18.00

## LOCATION

Battersea Evolution  
Chelsea Bridge Entrance, Battersea Park  
London SW11 4NJ  
United Kingdom

## ADMISSION

Admission is open to the general public during public preview hours only. Admission to the auction on Wednesday, 6 September is for registered bidders, consignors, and qualified media only.

## ADMISSION BY CATALOGUE – £70

The auction catalogue admits two guests to the public preview, pre-auction reception, and auction.

## BIDDER REGISTRATION – £100

Bidder registration includes an official auction catalogue and admission for one bidder and one guest to the auction.

## SCHEDULE OF EVENTS

### Tuesday | 5 September 2017

12.00 – 18.00	Public Preview
18.00 – 21.00	Preview Reception (admission by invitation only)

### Wednesday | 6 September 2017

10.00 – 18.00	Public Preview
18.00	Auction

## GENERAL INQUIRIES

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## ARRIVAL BY LONDON UNDERGROUND

The nearest London Underground tube station is Sloane Square (District and Circle Lines). From here, Battersea Park is a 5-10 minute taxi or bus ride. If opting for a bus, please take the 137 or 452 numbered buses and a right at the bus stop just after Chelsea Bridge.

## ARRIVAL BY TRAIN

The nearest over-ground train stations are Battersea Park (one or two stops from Victoria mainline station) and Queenstown Road (one or two stops from Waterloo mainline station). The easiest way to access Battersea Evolution from either of these stations is to head up Queenstown Road towards Chelsea Bridge, turn left into the park, and follow the signs to the event.

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This team routinely identifies the originality of major components, uncovers years of new history, and adds original source documentation to automobile history files. We also have decades of cataloguing experience; attention to detail and a methodical approach make all the difference here, and this experience lends us vital expertise when dealing with individual consignments as well as larger collections. These activities provide significant added value for our clients, who reap the benefits of our careful and meticulous research and due diligence.

For inquiries and further information regarding each lot, as well as respective documentation and accompanying parts, please be sure to visit our ATK desk onsite at the auction. Our Research team will be happy to help.

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To assist you with this process, we have provided information in this catalogue about the tax status of each lot (indicated by a flag), as well as any ownership or registration papers that will be supplied with it. Potential buyers are strongly encouraged to inspect these papers in person in order to clearly understand what is being provided. Please visit the auction office onsite or ask an RM representative for further assistance.

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# FLAGS OF ORIGIN

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Signifies that the lot is taxes and duties paid in the European Union (EU).



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# LONDON

Wednesday | 6 September 2017 | 18.00

**LOTS 101 - 171**



**Sotheby's**

Lot 117: 1988 Ferrari F40



# † 1993 DE TOMASO PANTERA GUARÀ PROTOTYPE MODEL

£30,000 – £40,000 OFFERED WITHOUT RESERVE

**The first full-size mock-up for the De Tomaso Guarà**

**Presented in immaculate condition**

**Unique and interesting display piece**

The De Tomaso Guarà was a remarkable supercar from Modena. Deriving from the Maserati Barchetta racing car of the 1990s, it was by all means a race car adapted for use on the road. With its stiff chassis and equipped with the suspension system designed by Henrique Scalabroni, it was a remarkable thoroughbred V-8-powered Italian driver's car. With a price of €145,000 when new, the Guarà was firmly priced in exotic car territory and could be mentioned in the same breath as the Ferrari 348 and Lamborghini Diablo.

Only 38 cars were ever produced by the factory, in Barchetta, Coupè and Spider versions. Offered here is the first full-size mock-up of the Guarà, which was used as guidance for the regular production Guaràs. After De Tomaso's closure in 2004, this model, alongside the Pantera 2000 mock-up also offered here at auction, were saved by Matteo Panini of the famed Panini Collection. Both cars were then later purchased by the current owner for display in his collection. Furthermore, it is accompanied by a handful of original De Tomaso documents, confirming its history. This marks the first time that this Guarà model has been publicly offered for sale. This is a truly remarkable opportunity for De Tomaso collectors to own the original model used to guide production of the Guarà.

Documents: Bill of Sale  See page 6 for VAT status explanation.

Please note that this lot is subject to VAT on the full purchase price (both on the hammer price and commission.)

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# 1962 FIAT 500 GIARDINIERA

CHASSIS NO. 120 321345

£23,000 – £28,000 OFFERED WITHOUT RESERVE

## A rare and desirable 500 variant

Recently restored by Parisian specialists and presented in excellent condition

Fiat's charming little 500, or *cinquecento*, as it was known in Italy, was a mainstay throughout Europe in the late 1950s and remains so today. Purpose-built to provide practical low-cost transportation to the masses, it has become an enduring icon of Italian culture. Despite being purpose-built for cost efficiency, the little Fiat's compact dimensions and fully independent suspension made it a joy to drive, and the *cinquecento* would come to define Fiat.

Based on the standard version of the Fiat 500, the Giardiniera benefited from front quarter lights, winding windows in the doors and sliding windows at the rear. The Giardiniera retained its suicide doors throughout production even when the later

saloon cars were built with front-hinged doors. In addition, the sunroof folded back three-quarters of the roof length, providing ample opportunity for all passengers to enjoy both fresh air and exposure to the elements.

In order to provide the Giardiniera with a useful flat-loading platform, an innovative engineering solution was used: a 499.5-cc motor was turned on its side and laid under the rear floor. Engine cooling relied on air collected from grilles on the body sides, which were mounted as high as possible to reduce road dust being drawn into the engine compartment and to keep engine noise down.

The Fiat 500 Giardiniera offered here has recently been restored to a very high standard by a Paris-based specialist and represents a fantastic example of this most practical of Fiat's iconic 500, a testament to the reliability and durability of the Fiat 500 platform.

Documents: French Certificat d'Immatriculation  See page 6 for VAT status explanation.

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# 1959 JAGUAR XK 150 3.8 FIXED HEAD COUPÉ

CHASSIS NO. S 836482 BW ENGINE NO. VA 1161-8

£60,000 – £80,000 OFFERED WITHOUT RESERVE

**Fitted with its original 3.8-litre engine**

**Recent mechanical service, ready for the road**

Jaguar's new XK 150 Fixed Head Coupé premiered alongside the drophead variant in 1957 as the last of Jaguar's XK-series cars. As the swansong of the series, the XK 150 featured upgrades and changes that engineers had adapted from both the XK 120 and XK 140. Many believe that the XK 150, especially the FHC, was the most drivable of the three models.

According to its JDHT Certificate, this 1959 XK 150 was built on 1 October 1959, finished in Cream with a Tan interior, and was outfitted with an automatic transmission. It was then shipped to Jaguar Cars New York, where it was delivered new to a Peggy Paige Walton. After passing through four owners, the Jaguar was due for a restoration. This restoration returned the XK 150 to its original, beautifully presented and mechanically sound specification.

Upon completion of the restoration, the Jaguar was sold to the current owner in 2014. The current owner has recently had the car mechanically serviced, and has replaced the fuel hoses and parts of the brakes. The vehicle has undergone a test drive and is road ready.

As the last of Jaguar's fabled XK series of cars, every Jaguar enthusiast should strive to have one in their garage, as it represents a fine luxury sports car with lots of uniquely British character. This XK 150 has been well maintained and preserved throughout all its ownerships, and it would be a wonderful example for the enthusiast looking to enjoy classic British motoring at its best.



# 1960 JAGUAR MARK 2 3.8

CHASSIS NO. 200680 BW    ENGINE NO. LC 6624-8

**£35,000 – £45,000** OFFERED WITHOUT RESERVE

**Desirable 3.8-Litre variant**

**Early chassis from the first full year of 3.8-Litre Mk 2 production**

**Less than 3,500 miles since completion of comprehensive restoration**

Launched in 1959, the Jaguar Mk 2 offered a noticeably improved driving experience over its predecessor, the Mk 1 saloon, courtesy of revised front suspension geometry, widened rear track and four-wheel disc brakes, which came fitted as standard. Ergonomic improvements were achieved by increasing the cabin glass area by almost 20 per cent, whilst narrower front and central body pillars gave the car a more refined appearance without noticeably affecting torsional rigidity. The evergreen Jaguar XK engine was employed once again, with a 220-hp 3.8-litre high-performance version – poached from the leviathan Mk 4 saloon – being available in a ‘mid-range’ Jaguar saloon for the first time, in addition to the 2.4- and 3.4-Litre options carried over from the Mk 1.

More than 84,000 Mk 2s were produced between 1959 and 1967, of which just over 30,000 were 3.8-Litre versions. With spirited 125 mph performance—and a 0–60 mph time of 8.5 seconds as opposed to 11.9 seconds for the 3.4—the 3.8 was

immediately in demand, and some 15,583 right-hand-drive 3.8s were manufactured, of which this is one such an example. Significantly, this is a very early car from the first full year of 3.8-Litre Mk 2 production and, as with most Jaguars, it is either the very early or very late production cars that typically are considered the most collectable.

The car is presented in the classic Jaguar colour scheme of British Racing Green with tan leather interior and was extensively restored in Italy roughly five years ago, having covered less than 3,500 miles since completion. While the car’s early history is not known, it was first registered in Italy in 1990 and has remained in the Milan area until the present day. Originally supplied with Borg Warner automatic transmission, as denoted by the BW chassis number suffix, it has since been converted to the more desirable manual 4-speed (with overdrive) gearbox in order to maximise the available performance. Furthermore, the original engine was at some point replaced with a later Mk 2 3.8-litre engine.

A most attractive, capable and practical example of the most desirable of all Jaguar saloons, 200680 BW is ready to be enjoyed immediately and is accompanied by both ASI and original Italian registration documents, together with the distinctive—and increasingly scarce—boot-mounted Jaguar tool kit.



# 1975 PORSCHE 911 TURBO

CHASSIS NO. 9305700233 ENGINE NO. 6750254 GEARBOX NO. 750081

£175,000 - £200,000

**First year of the vaunted 911 Turbo**

**One of only 274 examples built for 1975**

**Original numbers-matching drivetrain**

**Restored in 2015; finished in its original colour combination**

**Well-documented with comprehensive history file**

**Includes tool roll, original brochures and Certificate of Authenticity**

Internally dubbed the Type 930, the Turbo, as it was simply known, featured a three-litre air-cooled six-cylinder engine boosted by a KKK turbocharger. With maximum pressure of .8 Bar, or about 11.5 psi, the engine developed an impressive 260 hp at 5,500 rpm and 253 foot-pounds of torque at 4,000 rpm. With that much twist available, Porsche determined that the stronger four-speed transaxle with widely spaced ratios would suit in place of the five-speed gearbox used across the rest of the 911 range.

Nobody would ever mistake the muscular new bodywork of the Turbo for any ordinary 911; its front fenders and rear quarter-panels were drastically flared to accommodate new 15-inch-diameter Fuchs forged aluminium road wheels, seven inches wide in front and eight inches in the rear. The rear 'whale-tail' spoiler not only added down-force, but its separate intake grille also supplied cooling air to the engine compartment. A deep chin spoiler was added below the nose to balance the handling.





Porsche had taken the challenge of building an incredible performance car in an era when the powers that be fought against it, and the result was not only the fastest production car that they had ever offered, but also the fastest production car on the planet.

This first-year 911 Turbo was originally finished in Silver Metallic over a black leather interior, the same combination that it sports today. While its first owner is unknown, interestingly, this European-specification example found its way to the U.S., when it was acquired by Rohan Kelley of Fort Lauderdale, Florida, in 1986. Kelley, believed to be the second owner, continued to maintain the Turbo over the next 15 years. Numerous service receipts and invoices on file document his fastidious care. In 2001, the Porsche was acquired by Jeremy Van Bemmelen who in turn sold the Turbo to Dan Schroeder, in August 2009.

Schroeder embarked on a thorough mechanical restoration of the car in 2015. Work included a complete engine rebuild by Personalized Autohaus of San Diego, California, as well as refinishing the interior with new black leather and carpeting by Autos International in Escondido. Shortly thereafter, the Turbo was acquired by the current consignor, a Porsche specialist based in Vancouver, Canada. Additional mechanical sorting as well as correcting several 1975-specific details was performed to ensure that this iconic Turbo performs to the standards that Porsche intended. Additionally, a correct air box as well as a set of 15-inch wheels were sourced to complete the authentic look.

The nimble and powerful 911 Turbo in its earliest form is much sought after by enthusiasts, who consider it to be the purest and most enjoyable of this long-lived series. This first-year 911 Turbo represents both the dawn of an era in Porsche history and one of the automaker's all-time most significant achievements.





# 1981 LAMBORGHINI COUNTACH LP400 S SERIES II

COACHWORK BY BERTONE  
CHASSIS NO. 1121298

£350,000 - £400,000

## Desirable 'low-body' Countach

One of just 105 Countach LP400S Series II examples built

Showing less than 26,000 km

Significant recent re-commissioning, supported by invoices on file

Lamborghini's second-generation Countach, the LP400 S, kept the flair and personality that made the original Countach so exciting, but rather than opt for wholesale change, the focus was on improvements that would make the car better overall. The most apparent change was the fitting of even wider Pirelli tyres, requiring further modifications, including completely revised suspension geometry to account for the change in tyre width and wheel size. The bodywork was also fitted with muscular flares to house said wheels and tyres. Performance still remained on par with the car's stellar looks, and the LP400 S had a top speed quoted at 179.8 mph.

Within the hierarchy of the Countach LP400S, the Series II models are identifiable by their lower ride height and smooth finish concave wheels. The 50 Series I Countachs, as well as the Series II cars, retained the lower ride height, with the Series II cars sitting slightly higher. It is believed that chassis number 1121310 was the last Series II car built, leaving the car presented here, chassis number 1121298, as the seventh-to-last example constructed.

Purchased by the consignor from Italy during 2014, this Lamborghini Countach LP400S Series II (one of just 105 Series II cars built by the factory) was immediately sent for a restoration in order to return it to its former glory.

Starting with the bodywork and trim, which has been completed to an 'immaculate' finish, attention was then turned to the

Documents: UK V5  See page 6 for VAT status explanation.

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mechanicals. This LP400S was delivered to Silverstone-based marque specialist Keys Motorsports for a detailed review, with the subsequent vehicle report on file.

Keys Motorsport then undertook a thorough overhaul and re-commissioning of a number of important components, details of which are contained in the extensive file of paperwork accompanying this car. Work included removing the engine, re-commissioning of the clutch and replacement of perishable items. Stripping down, subsequent rebuilding, tuning of the engine, detailing and related components

accounted for 64 hours alone, and a significant portion of the final £12,900 invoice.

Supplied with a NOVA reference, confirming no taxes or duties are owed on this vehicle, and in addition to the vehicle report and work summary, this LP400S is sold with its original sales brochure, book pack and tool roll.

Now, with significant work completed, this stunning Bianco over red leather LP400S is ready for its next owner to enjoy to the maximum of its abilities.





# 2003 PORSCHE 911 GT3 RS

CHASSIS NO. WPOZZZ99Z4S691047

**£130,000 - £160,000**

**One of just 140 right-hand-drive 996 GT3 RS' built**

**Under 26,800 km from new**

Taking Porsche's 911 GT3 one step further, the GT3 RS was first introduced in 2003 in an effort to homologate the GT3 RSR for racing and to provide customers with a track-ready car that could be road registered and driven on a regular basis with ease.

Delivered new to New Zealand, this particular GT3 RS is finished in Carrera White with Guards Red lettering over a black leatherette interior and was ordered new with a handful of well-selected options, including a radio, air conditioning, coloured wheel centres, rear-mounted fog lamps and Bi-Xenon headlamps with headlamp washers. According to its accompanying service manual, the car's first owner was Scott Worthington of Auckland, who took delivery on 6 December 2003. The car then passed to John Louis Ronsen of Wellington, and it remained in New Zealand for the vast majority of its life. The car has a fully stamped service booklet up until 2015, when it received its 25,351 km service.

Imported and fully road registered in the UK in 2016, the car remains in exemplary condition both inside and out. Perfectly specified with desirable Recaro bucket seats and four-point racing harnesses, this GT3 RS perfectly straddles its racing pedigree with the comforts one would expect from a modern automobile. The spiritual successor to the famed 2.7 RS, it is an ideal dual-purpose automobile for the individual looking for the perfect 911 to drive to the track, go for a few laps and drive back home.



Documents: UK V5  See page 6 for VAT status explanation.

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# 2011 MORGAN AEROMAX

CHASSIS NO. SA9AEROMAX48A0043 ENGINE NO. N62B488

**£100,000 – £150,000** OFFERED WITHOUT RESERVE

**First owned by Prince John Radziwill; single-family ownership from new**

**Under 2,700 km from new**

**One of just 100 AeroMaxes built**

**Arguably Morgan's most spectacular 21st century design**

Ordered as a gift for its first and only owner, Prince John Radziwill, this AeroMax sports a fascinating and beautiful specification, finished in Supersports Zurillic Blue Metallic over Yarwood Kensington Penfold quilted leather. According to Morgan Motor Company records, construction began on the car during the week of 30 August 2009 and, as with any Morgan, customization options were vast; this car's custodian took full advantage of that. Further to the car's wonderful colors, interior woodwork was done in brown velvet wood stain with black carpets. The AeroMax was

optioned with satellite navigation, and the sound system was upgraded with more powerful subwoofers.

Additionally, Morgan performed a number of other modifications to accommodate the original owner's height. This included removing the seat plates and installing the seats directly onto the floor, moving the pedals two centimeters closer to the bulkhead, and not fitting a footrest in the passenger foot well. Finally, the running boards were inscribed with the script 'Defendall', adding a further touch of customization.

The Morgan has been properly cared for and looked after since day one, as one would expect for such a unique and highly specified automobile. Seldom offered for auction, the opportunity to purchase an AeroMax does not come along every day, and such a prime example as this one should be on the top of the wish list of any British or supercar enthusiast.



# 1993 PORSCHE 911 TURBO 3.6

CHASSIS NO. WPOZZZ96ZPS470630 ENGINE NO. 61P01292

£250,000 – £300,000

**Delivered new to the Sultan of Brunei**

**Two owners and 1,700 miles on the odometer**

**One of just 159 right-hand-drive examples**

**Recently extensively re-commissioned, including engine rebuild**

**Desirable 3.6-litre variant**

In 1993, the 3.3-litre engine 964 Turbo, which had been available since 1990, was enhanced with the installation of the long-awaited 3.6-litre turbocharged M64 engine. Power output was raised from 320 bhp to 381 bhp, turbo lag was reduced and the 0–60 mph benchmark dropped from 5.0 seconds to 4.6. At the same time, Porsche tweaked other areas of the car by upgrading the braking setup, lowering the suspension by 20 millimetres and adding a Carrera RS rear axle and matching rear bumper. Eighteen-inch, three-piece Speedline by Porsche alloys rounded off the new package.



Due to the impending arrival of the 993, the 3.6-litre turbocharged variant of the 964 was available for just one year from 1993 to 1994. A mere 1,437 examples were sold, vastly undercutting the 3,660 964 Turbo 3.3s that had been built from 1990 to 1992. Perhaps more significant though is that, of the 1,427 examples, just 159 were built in right-hand drive. It is as much rarity as it is

engineering purity and build quality that makes the 964 Turbo, especially in 3.6-litre guise, such a prized asset for any collection.

Originally ordered via Porsche South Africa by the Sultan of Brunei and exported to his home country as part of the Sultan's lavish car collection, this particular right-hand-drive 3.6-litre 964 Turbo covered just over 1,500 miles before being placed into storage. It was recently rescued by its current owner and imported directly to the UK, whereupon the car was subject to a far-reaching re-commission at a leading specialist. The engine has been removed, rebuilt and retuned; the suspension and drivetrain has been dismantled; and all perished components

have been replaced, with particular attention to hoses, gaskets and rubber elements. Finally, the car has been subjected to a 111-point check by Porsche GB.

Painted in suitably eye-catching Guards Red and specified with recoil bumpers, sunroof and trimmed in black leather, it has now covered less than 1,700 miles. It is perhaps the lowest mileage, privately owned 3.6-litre 964 Turbo in existence and presents beautifully throughout. Supplied with a fresh MOT, Porsche Certificate of Authenticity (which confirms that the car retains its matching-numbers engine) and Porsche Vehicle Identification sheet, this is an acquisition opportunity unlikely to be repeated.





# 1970 FERRARI 365 GT 2+2 COUPÉ

COACHWORK BY PININFARINA

CHASSIS NO. 13399 GT ENGINE NO. 13399 GT

£190,000 – £210,000

Believed to be the first 365 GT 2+2 delivered new to Singapore  
One of only 52 produced in right-hand drive



Replacing the Ferrari 330 GT 2+2 was the 365 GT 2+2, formally debuted at the 1967 Paris Motor Salon. One of the most extensively accessorised grand tourers in the history of Ferrari, a total of 801 vehicles would be produced over the three-year production run.

Designed for true cross-country touring, the 365 GT 2+2 was not only large enough for the whole family and their luggage, but also powerful enough to call itself a proper Ferrari. The 365 GT 2+2 offered here is powered by the 4.4-litre 'Colombo' V12 engine – capable of an astounding 320 bhp and hitting a top speed of 153 mph. Despite a 2-ton curb weight, the Ferrari handles beautifully and is designed to be comfortably driven every day.

Chassis number 13399 GT offered here is the first 'Queen Mary' delivered new to Singapore – delivered in English specification with the odometer reading in miles. Other desirable equipment included the highly sought-after Borrani wire wheels and the



newly standard air conditioning, stereo, power windows and Connolly leather interior. Adding to the comfort of the interior was the newly extended cabin room – allowing for more luggage and legroom.

Sold into Australia in 1981, chassis number 13399 GT was issued an ADR Compliance Assessment Certificate by the Australian authorities before being sold to the third owner, Peter James Tucker, who maintained the vehicle for more than three decades. It was Tucker who repainted the 365 GT from the original Oro

Kelso to the current dark blue, though he retained the black leather interior. In 2016, 13399 GT was purchased by its current owner and was subsequently exported to the Netherlands.

A rare and beautifully maintained right-hand-drive model, complete with original tools and books encased in the leather folder, chassis 13399 GT offers the chance to own a very handsome example of a comfortable, powerful and adept grand tourer.



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# 1996 PORSCHE 911 GT2

CHASSIS NO. WPOZZZ99ZTS392062

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**£675,000 - £750,000**

**One of just 161 road-going 993 GT2s**

**Last of the great air-cooled turbocharged Porsche 911s**

**Just over 18,000 km, with minimal recent use**

**Extensive service record and magnificent in black over black**

Documents: UK V5  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



One of the rarest of the 993-generation 911s, only 243 911 GT2s were built over three years, of which approximately 161 were completed to road-going specification. When Porsche introduced the new 993 variant of the 911 for 1995, it was to be the last of the great air-cooled 911s, and the GT2 sat firmly atop the 993 family tree. At the time, there was no more exciting 911 to own, and it was certainly an exciting day for this car's first owner in 1995 when it was delivered, as it presented a chance to own a brand new Porsche with true roots in motorsport.

Porsche's success with the four-wheel-drive 961, along with Audi's rally wins with the Quattro and the later track success of the Nissan Skyline, led to all-wheel-drive being banned by most

sanctioning bodies by the mid-1990s. This presented a problem for Porsche, whose Turbo was driven by all four wheels; the solution was the GT2, which was to be rear-wheel-drive. A side benefit turned out to be significant weight savings, and the GT2 was instantly competitive and quickly racked up a number of podium finishes.

A side effect of this competition success was that Porsche had to build a number of street GT2s in order to homologate the model for racing. At around 430 hp, the GT2s ran higher boost than the standard Turbo model and developed almost as much horsepower as its racing counterparts. It shared cutaway fenders with the Carrera RS and had removable and replaceable bolt-on flared arches in order to fit wider wheels for racing and also for quick replacement in the event of any race-related damage. Unsurprisingly, the GT, as it was initially dubbed, is highly prized by Porsche collectors.



This outstanding Porsche 911 GT2, widely considered the last of the great air-cooled turbocharged Porsche 911s, was ordered in May 1995 and today presents in excellent condition throughout.

It is offered with copies of the original order form, detailing the range of desirable options specified by its astute first owner. These options include black leather sports seats, air conditioning and electric windows, radio and GT2 badge delete options, as well as driver and passenger airbags. Throughout its life, this GT2 has covered just 18,000 km, experiencing regular and fastidious maintenance by Porsche main dealers.

That first owner was Andreas Knapp-Voith of Dusseldorf, Germany. From service and maintenance invoices on file, Andreas kept the car for at least 19 years, with the final invoice with his name on file being dated September 2005. The car has remained registered in his name, and the next owner will become this GT2's second private owner.

In 1999, the GT2 was involved in an accident while lapping the Nürburgring, sustaining both front and rear body panel damage. Immediately thereafter, Knapp-Voith returned the car to Porsche in Stuttgart, where it was fully repaired to as-new condition. This is documented by detailed invoices in the car's history file. Since this comprehensive repair work was completed, this GT2 has travelled less than 3,000 km.

This GT2 also includes its original owner's manuals, including those for the original Blaupunkt radio, original registration document and service booklet, which notes the car's regular maintenance at Porsche main dealers. Furthermore, the car has been recently serviced at a Porsche dealership and is ready for the road.

Road-going GT2s are rarely offered for public sale, and the opportunity to acquire such a low-mileage example of what is considered one of Porsche's most iconic road cars is one that should not be missed.





# 2003 FERRARI 575 MARANELLO

CHASSIS NO. ZFFBT55C000133227 ENGINE NO. 76733

£160,000 - £200,000

**One of only just 69 right-hand-drive, manual-transmission 575 Maranellos**

**Fitted with the desirable Fiorano Handling Package**

**Just 58,000 miles from new**

**One of Ferrari's greatest modern grand tourers**

Beautifully finished and specified from the factory, this 575 Maranello was originally delivered to the UK and is one of only 69 ever made in rare right-hand-drive specification paired with the desirable six-speed manual transmission. It is clear to see that this car was ordered with driving experience in mind, as its first owner wisely ordered his new Ferrari with the Fiorano Handling Package.

Finished in Blu Tour de France over a Sabbia interior, this example also features a special order Blu Scuro leather dashboard, steering wheel and seat piping, as well as Blu Scuro carpets and stitching in light blue, and Scuderia shields and brake callipers in Rosso.



Documents: UK V5  See page 6 for VAT status explanation.

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Currently with its fourth owner, the car has remained in the UK from new and has been maintained by Ferrari specialists Carrs of Exeter since 2009, and Greypaul Nottingham prior to that. In 2012, the 575 took a trip to its native Italy where it was driven in the Ferrari Tribute to the Mille Miglia, and classified as finishing 48th out of 130 entrants. It is accompanied by a comprehensive history file, which includes numerous service invoices, as well as its original purchase invoice, both keys, owner's manuals and tool kit.

Furthermore, it is important to note that the car has been outfitted with a Becker Ferrari radio with satellite navigation

and Bluetooth, as well as an iPod and iPhone connection concealed in the ashtray, which remains fully reversible. A Becker head unit controls and displays track selection in the dashboard.

Truly a brilliant specification, this 575 Maranello seems to have all that a UK enthusiast would want from a 575 Maranello. A right-hand-drive, manual-transmission example in a seldom seen colour scheme, outfitted with the Fiorano Handling Package by the factory, this is a 575 Maranello that will leave its new owner wanting for nothing.





# † 1999 DE TOMASO NUOVO PANTERA PROTOTYPE MODEL

£70,000 – £90,000 OFFERED WITHOUT RESERVE

Last De Tomaso presented to the public by Alejandro De Tomaso

Designed by Marcello Gandini

The sole survivor of only two produced; remarkable original condition

Presented just as a mock-up on 5 September 1999 in front of 500 people during De Tomaso's 40th anniversary celebrations, the Pantera 2000 was the last car presented by Alejandro De Tomaso. Designed by Marcello Gandini, this futuristic concept was conceived to be a luxurious supercar to bring De Tomaso into the new millennium.

The Pantera 2000 was a remarkable reinterpretation of De Tomaso's most iconic and legendary model, the Pantera, and this model was produced in celebration of the marque's 40th anniversary. However, the concept saw no further development and would remain as just a model. At that time, the concept did not see much further press and what could be considered as one of the inspirations for design of the legendary Bugatti Veyron never made a major public appearance outside of the 40th anniversary celebrations. After De Tomaso's closure in 2004, this car was purchased by the famous Panini Collection in Modena and was

kept there until it was bought two years ago by the current owner. As the final concept produced by the company in 1999, this makes it the last ever De Tomaso model to be introduced to the public, and a true piece of Italian automotive history.

The car then went through a slight conservative restoration which was aimed at preserving its originality and to repair the small damage caused whilst in storage. Over the years, the folding side mirrors and front lights were lost and their support holes have been filled in. The car has no interior, no windows, nor any mechanicals, just the bodywork and the promise that one day enthusiasts would have seen it rumble across the streets of Modena and to roads and motorways worldwide, just like the original Pantera. Furthermore, it is important to note that the car is accompanied by a handful of original documents from De Tomaso, confirming its authenticity

With its remarkable status as the final new De Tomaso presented and considering its original Gandini styling and stunning futuristic looks, the Pantera 2000 will appeal to any De Tomaso collector and enthusiast worldwide looking to purchase a very significant De Tomaso.

Documents: Bill of Sale  See page 6 for VAT status explanation.

Please note that this lot is subject to VAT on the full purchase price (both on the hammer price and commission.)

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# 1962 MASERATI 3500 GTi

COACHWORK BY TOURING

CHASSIS NO. AM101 2312

£150,000 - £180,000

**Built for vintage driving tours**

**Presented in exceptional mechanical condition**

**Ready to take to the open road**

A road car bred from racing roots, the 3500 GT would prove to stabilize Maserati's position in the automotive industry in 1957, proving that the Modena firm could produce world-beating sports cars and road cars that could compete with the very best. Available as a 2+2 coupé or convertible, the most popular specification was Carrozzeria Touring's coupé with the Milanese coachbuilder's aluminium Superleggera construction. With this specification, it is very easy to see why so many commentators in period drew direct comparisons with Aston Martin's highly regarded DB4.

Originally built in November of 1962 and finished in Bleu Sera over Ivory, chassis number AM101 2312 boasts fuel injection and coupé bodywork by Touring. It was shipped new to Switzerland where it was sold to a Mr Steiger of Bern. By May of 1966, the history file accompanying the car notes that Steiger still owned the car, having brought it in for service at 32,000 km.

By 1975, the car had moved to Sweden, where it was owned by a Mr Svanbäck. The car remained in Sweden throughout the 1980s, where it was restored from 1986–1989, and passed through four owners in that country before being imported to Norway in 1996. Acquired by its current owner in 2004, it has been restored specifically for use in vintage tours and rallies, and is equipped as such with stopwatches and ancillary gauges. In his ownership, the car and received an engine and gearbox refurbishment in 2009, along with a suspension rebuild in 2010. Currently fitted with racing seats, it is important to note that the car is accompanied by its original seats, as well as front and rear bumpers, should its new owner like to return the car to its original specification.

In the words of Grant Gregor, founder of *Autosport*: 'This is a masterpiece, offering high-speed travel with luxurious comfort . . . one of the most fascinating high-performance cars of our time'. An interesting entrant for vintage events, this 3500 GTi has provided many miles of excitement and adventure with its current Norwegian owner, and would surely continue the favour for its next custodian.

Documents: Norwegian Vehicle Registration Document  See page 6 for VAT status explanation.

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# 1957 PORSCHE 356 A CARRERA 1500 GS COUPÉ

CHASSIS NO. 100707

£490,000 - £550,000


One of the most sought-after Porsche 356 models

Period-correct Type 547/1 four-cylinder engine

Eligible for numerous historic racing events  
around the globe

Includes the Porsche Certificate  
of Authenticity and Kardex



Documents: Bill of Sale  See page 6 for VAT status explanation.

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The stunning 1500 GS Coupé offered here, bearing chassis no. 100707, left the Porsche factory at Zuffenhausen in March of 1956, wearing Silver Metallic paint (code 608) with red leather (code 330) upholstery. Within the hierarchy of the 356 models, the Carrera 1500 GS models sat near the top of the proverbial totem pole, sporting engines born and bred from motorsports, and as such, they deserve an introduction.

To celebrate its success in international sports car racing at events like the Carrera Panamericana and leverage its newly found name recognition, Porsche decided to install a slightly detuned version of the 550 Spyder's complicated 1.5-litre, four-cam, twin-plug racing engine into a limited number of production 356 cars. A few 356 Pre-A examples, approximately four coupés and 14 speedsters, were built to test the concept, but production of the Carrera started in earnest with the new high-performance 356 A. It was introduced at the 1955 Frankfurt Motor Show as a 1956 model wearing the golden Carrera badge, a name that has remained synonymous with the marque to this day.

The performance improvements also extended to the heart of the Carrera, the 1,500-cc four-cylinder Type 547/1 DOHC engine. This new 100-bhp, dry sump engine, designed by Porsche legend Ernst Furchmann, featured roller main bearings, chrome-plated cylinder bores and an 8.1 compression ratio. The 1500 could be ordered in any of the three 356 A models: the cabriolet, the speedster or, as with the car offered here, the slippery Reutter-bodied coupe. Putting power to the wheels through a Type 644 transmission with a robust single-piece case, the Carrera

coupé could accelerate to 60 miles per hour in 8.7 seconds and reach speeds in excess of 125 miles per hour.

There were numerous chassis improvements made to the Carrera, including revised torsion bars, larger shock absorbers and revised suspension bump stops. These improvements greatly improved the handling and made these potent little cars much more enjoyable to drive. Wheel diameter was reduced to 15 inches from the 16-inch size of the Pre-As. The wheel widths

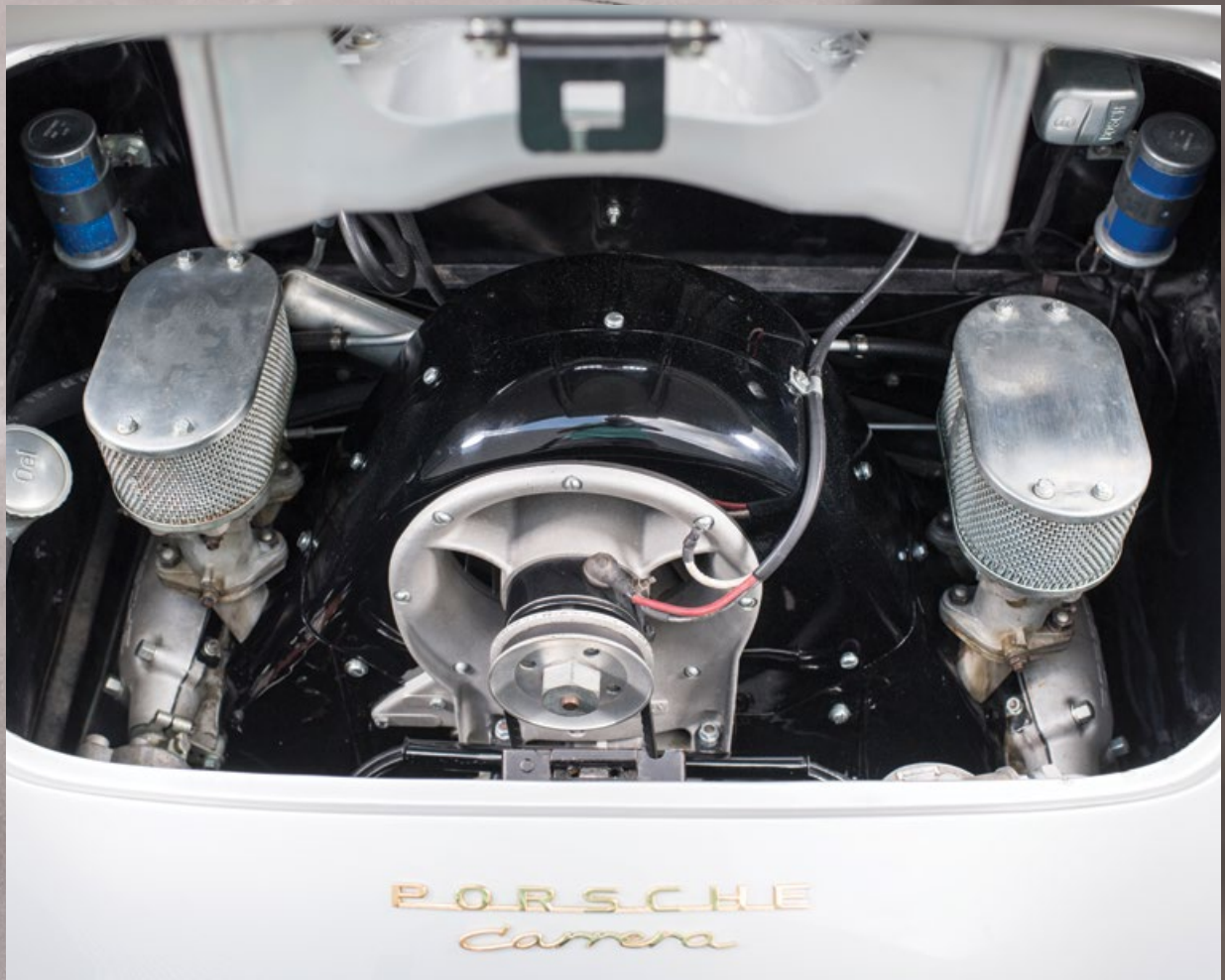
were increased by a full inch to 4.25 inches to compensate for the additional 47 kilograms of weight. These upgrades made the Carrera significantly more expensive than the standard 356, making them uncommon today.

This particular Carrera 1500 GS was delivered new to the Austrian market. It left Austria and made its way to Italy where it was kept for many years. It then found its way to France before ending up in a private collection in Monaco. The car features a



period-correct Type 547/1 engine along with the original style twin Solex 40 PJ1 two-barrel carburetors and the original style twin-coil dual ignition. This car is in excellent overall condition and comes with a copy of the Kardex and the Porsche Certificate of Authenticity. Showing just 30,047 miles on the odometer at the time of cataloguing, this 1956 Porsche 356 A Carrera 1500 GS is eligible for the Mille Miglia Storica, as well as other exclusive vintage racing events around the world.

Both today and when they were new, for those who could afford the GS upgrade, the improved performance was well worth the price. Carreras were campaigned successfully in racing events around the globe and are still highly regarded by Porsche enthusiasts for their power, road handling ability and, most importantly, their rarity. As one of the most sought-after Porsches for 356 enthusiasts, this is an opportunity to own a unique and rare piece of Porsche history.





# 1964 MASERATI SEBRING 3500 GTi SERIES I

COACHWORK BY VIGNALE

CHASSIS NO. AM101 02113 ENGINE NO. 2177

£200,000 – £250,000

**One of approximately 338 left-hand-drive Series I Sebrings produced**

**Recently restored in the UK**

**Retains its original fuel-injected, 235-hp inline six-cylinder engine**

First offered in 1962 as a replacement for the flagship Maserati 3500 GTi, the Maserati Sebring is an elegant expression of mid-20th century Italian design. Named in recognition of the storied Bolognese manufacturer's 1957 triumph at the 12 Hours of Sebring, the Sebring was designed to take full advantage of the open expanses and the smooth, modern freeway system of the U.S. market. Powering the car is a 3,485-cc, 235-hp inline six-cylinder engine shared by the 3500 GTi.

The Sebring could accelerate to 60 mph in approximately 8.5 seconds and could achieve a top speed approaching 140 mph.

Despite its impressive performance, the car is not a lightweight sports car in the classical sense; it is clearly a luxurious grand touring car with its comfortable and well-appointed 2+2 interior. Underlying the steel body and giving it strength was an all-new tubular steel frame, which also supported the independent dual wishbone front suspension, semi-elliptical rear leaf springs and four-wheel disc brakes.

In period, the Maserati Sebring proved popular amongst those of means and a second series, featuring progressively larger six-cylinder engines as production continued, was developed. The Series I cars are highly prized by collectors for their purity of design. Though some sources disagree, it is thought that a total of approximately 448 Sebrings were produced, with 348 Series I cars being finished before 1966.

Chassis number AM101 02113 was completed in February of 1964 and was delivered new to Torino, Italy. Built with the

Documents: UK V5  See page 6 for VAT status explanation.

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fuel-injected, 3500 GTi engine mated to a five-speed manual transmission, it featured Grigio Albany paint and blue leather upholstery from the factory. Later in its life, the car was exported to the United States where it was acquired by its current owner a few years ago. Upon his move to Europe, he elected to take the Sebring with him. When it arrived in Europe, the car was brought to an independent specialist in the UK and fully restored in its original shade of Grigio Albany over a black leather interior, finished by the optional and very attractive Borrani wire wheels.

The car retains its original engine, number 2177, and Lucas fuel injection, as noted in information provided by the Maserati Classiche department.

A fine example of one of the Series I Sebrings, it will make an ideal companion at car shows and a comfortable warm-weather touring car. No matter where or how it is enjoyed, it will provide any driver with a finer understanding of the subtleties of a fine Italian automobile.



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# 1988 FERRARI F40

CHASSIS NO. ZFFGJ34B000080786

£775,000 - £975,000

One of the rare 'non-cat, non-adjust' European-spec F40s  
Less than 38,000 km from new  
Optioned with sliding Perspex windows  
Ferrari Classiche certified  
Freshly serviced and ready to drive



Documents: UK V5  See page 6 for VAT status explanation.

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Built to celebrate and named in honour of the storied Maranello marque's 40th anniversary, the legendary Ferrari F40 needs almost no introduction. Powered by a 478-bhp twin-turbo V-8 borrowed from its predecessor, the 288 GTO, the F40 set the automotive world alight by shattering the 200-mph mark, making it the world's fastest production car at that time. This was gratifying to the Ferrari team and especially to *il Commendatore*, Enzo Ferrari, as the F40 toppled the 197-mph record set by Maranello's long-time rival Porsche with the 959.

In addition to its incredible top speed, the F40 stuns the uninitiated with its tachycardia-inspiring acceleration. Capable of reaching 0–60 mph in just 4.7 seconds and a mind-boggling 0–100 mph in just 8.3 seconds, the F40 was truly more of a race car than a street car. This perception is reinforced by the iconic racing-inspired rear wing, carbon composite and steel tube chassis and fully independent double-wishbone suspension, all of which is more at home on the track than the highway. Braking, too, exceeded all reasonable expectations, enabling the car to go from rest to 60 mph to rest again in just 119 feet.



Pioneering the use of carbon fibre, the F40 weighed just 1,088 kilos. Its Pininfarina-designed bodywork, penned by Leonardo Fioravanti, was designed with aerodynamics in mind and provided incredible high-speed stability while channelling sufficient airflow to cool the mid-mounted engine. Inside, the F40 offered the most spartan of interiors. The F40 was delivered with lightweight bucket seats, no carpets, door pulls instead of door handles and the option of either fixed or, as with the car offered here, sliding windows. Ferrari engineers knew that every ounce counts in the pursuit of performance and consequently made no concessions for comfort or luxury. The car offers no apologies for its lack of accommodations, but this will hardly bother the committed enthusiast who is given the chance to pilot such a legendary automobile.

Though just 400 cars were originally planned, Ferrari quickly increased that number following the F40's overwhelmingly successful debut. Ultimately, 1,311 F40s were produced between 1987 and 1992, with a further small production run of F40s built to GTE and LM race specification between 1994 and 1996.

The car offered here, chassis number 80786, is a fine LHD example of the vaunted supercar. It is one of the ultra-desirable first 50 so-called 'non-cat, non-adjust' examples of the European-spec F40. It was delivered to Christian Philippson, president of the French Ferrari Owners Club, by Pozzi of Lyon, France, on 16 September 1989. The car has been meticulously maintained since new and shows fewer than 38,000 kilometres on the odometer at the time of cataloguing.

Presented in the legendary Rosso Corsa livery with red lightweight bucket seats and the iconic gated Ferrari shifter, chassis number 80786 is in fine fettle and is ready for spirited action on the track, the street or on the concours field. It has recently been serviced by DK Engineering of Hertfordshire. Included with the sale is the Ferrari Classiche binder, tool kit, leather wallet, extensive service records, various books

and a fuel cell certification valid until 27 February 2020.

The F40 was the last Ferrari personally approved by Enzo Ferrari before his death in 1988 and is therefore considered by some marque specialists to be the last true Ferrari. Chassis number 80786 is a truly stunning, Classiche-certified example of the definitive Ferrari supercar of the 1980s.





# 1980 FERRARI 400i

CHASSIS NO. 30679

**£30,000 – £40,000** OFFERED WITHOUT RESERVE

**Former demonstrator for Maranello Concessionaires**

**Long-term ownership with extensive documentation included with the sale**

**Elegant yet sporty; practical yet powerful**

The Ferrari 400i, the first Ferrari road car offered with an automatic transmission, was introduced to the public at the 1976 Paris Auto Show. As the replacement for the 365 GT4 2+2, the 400i offered the legendary Ferrari V-12 with the comfort of a modern four-seat grand touring car. The 400i featured a smart Pininfarina body which, though somewhat muted compared to other offerings by the storied coachbuilder, was a very attractive overall package for those interested in a more practical Ferrari for everyday use.

With 310 bhp from the 4,823-cc 60-degree Colombo-designed V-12 engine and the ease of driving provided by a three-speed automatic transmission, the Ferrari 400i was, and still is, a phenomenal road car. It handled well for a car of its size due to the independent front and rear suspension and also featured

self-levelling technology. The 400i boasted many of the most popular Ferrari styling cues of the period, including the famous pop-up headlights, five-spoke wheels and a sporty pre-airbag steering wheel.

This car, chassis number 30679, was delivered to Maranello Concessionaires of Surrey in February of 1980 and was initially used as a sales demonstrator by that firm. It was then sold to a retail customer in April 1980 having seen just 835 miles from new. The car next appears in the records of Maranello Concessionaires in February 1988 when then-owner, Mr George W. Robinson of London, returned the car for body repairs and fresh paint following corrosion. Included with the sale is extensive documentation of this work. Later service records and vehicle inspection test certificates are also included.

Still in fantastic condition and presented in its original livery of blue paint over cream upholstery with blue inserts, this Ferrari 400i is a comfortable yet exciting grand touring car which combines the song of the storied Ferrari V-12 with a measure of practicality into one thoroughly enjoyable driving experience.

Documents: UK V5  See page 6 for VAT status explanation.

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# 1971 PORSCHE 911 E

CHASSIS NO. 9111200556 ENGINE NO. 6210869 GEARBOX NO. 7115221

£70,000 – £90,000

**Delivered new to legendary racing driver John Fitzpatrick**

**Only two owners from new and offered for sale for the first time since 1972**

**Stunning original condition with original mileage and complete history file**

**Highly desirable colour combination with numbers-matching engine and gearbox**

Presented here is an early D-Series 911 E, finished in the rare and desirable Conda Green (code 2626) body colour with black leatherette interior and right-hand drive. According to its Certificate of Authenticity, the car was completed on 15 December 1970 and was fitted with a number of desirable options, including a limited-slip differential, sport seats with headrests, electric mirrors, power windows, sunroof, rear tinted windows and raised steering wheel hub. It was delivered new to its first owner, British racing driver John Fitzpatrick, on 6 January 1971.

Earning his name in British Saloon Car Championship races where he won the championship overall in 1966, Fitzpatrick became synonymous with Porsche in the early 1970s. Racing for Kremer, Fitzpatrick raced a 911 S and a Carrera RSR to claim

the European GT Championship in 1972 and 1974, respectively. Fitzpatrick continued to race with success around the world through the early 1980s, finally retiring as a driver in 1983.

According to the testimony of Mr Fitzpatrick, he installed a Kremer-Style front bumper in his ownership and the car received its first service during a skiing holiday in Switzerland, after a small accident forced the car to undergo light repairs at the local Porsche dealership in Bern. John Fitzpatrick enjoyed the car for two years before selling it in 1972 to the second owner, who never separated from it until he passed it to his son last year, now the current owner. During his ownership the car was serviced every year despite only light use, and a complete service record accompanies the car.

The car is offered here in remarkable original and unrestored condition, with comprehensive in-period documentation and also with both original and current registration plates. With its impeccable and unique ownership history, original paint and rare right-hand-drive configuration, this special Porsche 911 E will be an excellent addition to any car collection.

Documents: UK V5  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



# 1966 LAMBORGHINI 400 GT 2+2

COACHWORK BY TOURING

CHASSIS NO. 0595 ENGINE NO. 40168

£375,000 - £415,000

**Limited production; one of only 247 built**

**One of the most elegant Italian tourers**

Lamborghini cemented its status as the new Italian marque to beat the success of its introductory model, the 350 GT. Distinctly beautiful, incredibly fast and wonderfully easy to drive, the 350 GT was a seemingly perfect car. The model eventually evolved into the 400 Interim, which featured an enlarged engine. However, the market was ripe for a slightly larger touring car with all the speed and elegance of the 350 GT.

Offered here is the 400 GT 2+2, first shown at the 1966 Geneva Auto Show. This model featured additional vestigial rear seating and subtle styling alterations, seen here in the slightly different roofline and quad headlights, but remained on the same wheelbase. Additional changes included lowering the floor pan, raising the roof and creating additional interior room by reversing

the upper and lower control arms in the suspension arrangement. Most importantly, the 400 GT 2+2 utilised the enlarged engine of the 400 Interims, which resulted in an increase in horsepower to a substantial 320 bhp. Chassis number 0595 retains an original type engine, which was hailed by *Autocar* as 'so nearly silent that it is hard to believe that 12 pistons and 24 valves are shuttling up and down just ahead of one's feet'. All-around suspension was via double wishbones with four-wheel disc brakes, and the car also included a Lamborghini-built five-speed gearbox that was designed by Gian Paolo Dallara, which replaced the earlier ZF-derived unit and was considered to be superior by aficionados.

Only 247 Lamborghini 400 GTs were manufactured between 1966 and 1968, and amongst them was the car offered here, chassis number 0595. According to information obtained from a Lamborghini historian, it was completed on 21 July 1966 and originally finished in Silver Grey with a black interior. This factory

information also notes that the car was prepared for the Swiss market. The finished 400 GT was delivered to dealer Garage Foitek, of Zürich, and was sold later that year.

According to past records, the original Swiss owner owned chassis 0595 for 30 years before selling it into Germany, where it has remained ever since. It was restored by the third owner, and repainted to the now Black with matching interior. Accompanied

by a copy of the original Swiss papers, and current German documents, this 400 GT 2+2 has had relatively few owners and maintains the beauty of its older restoration.

Lamborghini 400 GTs are certainly quite rare, and fine examples become available infrequently. They make for wonderful driver's cars with proper GT styling that exemplifies Lamborghini's earliest design efforts.





# 1952 LANCIA AURELIA B20 GT SERIES II

CHASSIS NO. B20 1833 ENGINE NO. B20 1925

**£140,000 - £160,000**

**Continuous ownership history from new, including a single ownership from 1974 to 2016**

**Judged 'Best Aurelia' at the Lancia Motor Club's Aurelia 50th Anniversary Concours in 2000**

**Featured in the book *Lancia Aurelia in Detail* by Niels Jonassen**

**Fitted with original period accessories, Nardi steering wheel, floor change, Condor radio and Borrani Turbo alloy wheels**

**Just 94,405 km from new**

The Lancia Aurelia was an immediate success following its introduction in 1950. With an elegant design penned by the legendary Vittorio Jano, father of the exalted Alfa Romeo P2 and P3 Grand Prix cars, the B20 GT coupé featured a four-speed rear transaxle and fully independent front and rear suspension, enabling the driver to effectively use the 118 bhp provided by the 2,451-cc V-6 engine. This surprisingly potent car proved an instant race winner, with a 2nd place finish at the storied 1951 Mille Miglia and a class win at Le Mans that same year. Nineteen fifty-two and 1953 saw victories at the treacherous Targa Florio and in the Liège-Rome-Liège rally, respectively. These triumphant performances made certain that the Lancia Aurelia B20 GT coupé would be remembered as a 1950s racing icon and, consequently, is very desirable today.

The car offered here, chassis number B20 1833, was completed on 30 July 1952. It was first registered in Milan, as shown by the original Italian registration, which documents its ownership history

through 1963. It was then taken off the road for approximately 11 years before being purchased by Peter Agg of Trojan Cars. After successfully importing the car to the UK, it was registered as WYM 493M on 5 June 1974. The car's next owner then purchased the car at auction at Alexandra Palace on 7 June 1974, retaining the car until 2016.

The car received a full mechanical overhaul in April 1975. The work was completed using NOS parts sourced through the Lancia Motor Club and the Lancia Parts Consortium of America. After completing the work, the car then covered approximately 5,000 km before undergoing additional mechanical and cosmetic work in 1986, 1988 and 2008, and a registration change to 150 GXG in 2004. This Aurelia has always been exceptionally well maintained, with an extensive and carefully documented service history. However, more remarkably still, the car retains its original major mechanical components, glass, body panels and floor coverings. The car comes with an extensive history file, including its original Italian title and number plates. Every invoice for work from 1975 to the present day is included in the file, including the 1975 auction catalogue and even the previous owner's bidder paddle.

Chassis number B20 1833 has been recently serviced and features rare period accessories, including the Nardi wood rim steering wheel, Condor radio, Nardi gearchange and Borrani Turbo alloy rim wheels. Jack, wheel brace, starting handle, tool kit, driver's handbook and parts books are all included with the sale.





# 1991 LANCIA DELTA HF INTEGRALE EVOLUZIONE

CHASSIS NO. ZLA831AB000558052

£40,000 – £60,000 OFFERED WITHOUT RESERVE

**Homologation model for Lancia's legendary factory rally team**

**Race-derived 210 bhp turbocharged 2.0-litre, 16-valve four-cylinder engine**

**Just four owners from new, in original and unmodified condition**

Many great road cars have been created to meet homologation requirements; the Lancia Delta Integrale Evoluzione is one such car. Lancia developed the Integrale for 1988 to leverage their technological developments during the Delta HF 4WD's productive 1987 debut season. These developments included larger brakes and an updated suspension including new front springs, dampers and struts. The Integrale retained the proven 200 bhp turbocharged 2.0-litre inline four-cylinder engine that had allowed the Delta HF 4WD to dominate Group A rally.

In 1991, Lancia issued an updated version of the Integrale, the Evoluzione. These first Evoluzione cars were to be the final homologation cars for the Lancia Rally Team. The body of the Evoluzione was radically altered to comply with the new Group A regulations and to accommodate a wider front and rear track. The wheel arches were extended and additional ventilation added to the bonnet and grille. A rear spoiler was also added to the top of the tailgate to improve airflow.

Whilst retaining the four-wheel-drive layout, under the newly shaped body many changes were introduced to the brakes and suspension to increase endurance and stress tolerance. The brake callipers were fixed and featured twin pistons instead of the single piston, floating callipers used on the earlier models. Other changes included smaller yet more powerful elliptical headlights, changes to the instrumentation, a front aluminium strut brace, a larger steering box and a modified engine that produced 210 bhp. The car offered here is an excellent example of the desirable 'pre-cat' Integrale Evoluzione. A four-owner car specified by its first Italian owner with full Nero leather trim to match the Nero Metallic paint. The car was imported to the UK in 1998 and was accompanied by an extensive service history documenting the 98,000 km from new. This sale represents a unique opportunity to own an original and unmodified example of this rally classic in a desirable specification.

Documents: UK V5  See page 6 for VAT status explanation.

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# 1985 MAZDA RX-7 EVO GROUP B WORKS

CHASSIS NO. MTRTE 019

£170,000 – £190,000

**Believed to be the only original example in existence**

**Never raced; an unused, original Group B Works car**

**Displayed at Mazda UK's head office**

**Recently the subject of an extensive article in *Top Gear* magazine**

The Works Mazda RX-7 Group B car was created under the guidance of Achim Warmbold and constituted Mazda's effort for the 'Golden Years' of the Group B Rally Championship between 1983 and 1987. Warmbold and his team were obligated to build just 20 examples for Group B homologation. Due to the sudden demise of Group B in 1987, however, just seven of the original 20 were fully assembled, the remainder being left for parts or spares.

Chassis MRTE 019, the example presented here, was completed in 1985 and is one of the aforementioned seven



RX-7 Group B cars built. Unlike its identical siblings, however, MRTE 019 is unique, as it has never been used. Originally kept in Belgium at Mazda Racing Team Europe's facility after Group B's termination, it was acquired as part of a larger lot of RX-7 chassis and spares by the Swiss Mazda Importer in the early 1990s. Having been displayed in Switzerland for a number of years, the car re-entered automotive obscurity as part of a private collection before making its way into its current owner's possession, albeit via a period in Scandinavia.

Being a true disciple to detail, its current owner commissioned a six-month investigative 'light-touch' restoration to ensure that every detail is correct. It is now therefore offered for sale not only in original factory condition, but also in exact Works specification. Chassis number MRTE 019 is all but certainly the most original and only unused Mazda RX7 Group B rally car in existence. It is quite possibly also the only unused Works Group B Car left in the world.



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# 1998 PORSCHE 911 TURBO S

CHASSIS NO. WPOZZZ99ZWS370667 ENGINE NO. 61W01113

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£260,000 - £300,000

One of only 26 993 Turbo S' built in RHD

Recent major service by Porsche Reading

Original UK delivery; 23,000 miles from new

Regularly serviced by official Porsche dealerships throughout its life



Documents: UK V5  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.

Sitting near the top of the 993-generation hierarchy, Porsche's 911 Turbo S was introduced as the first-ever model of its kind in 1997. A big step up over the standard 911 Turbo in terms of performance and price, the Turbo S was 50% more expensive than the Turbo and performance was not far off. Headlined by a 0-60 mph time of 3.6 seconds, the Turbo S could hit 100 mph from a standstill in 8.9 seconds, a half-second faster than the standard Turbo.

All 345 examples of the 993 Turbo S were built by Porsche's Exclusive department and included a number of unique features when compared to other 911s of their generation. The car sported yellow brake callipers, a unique rear spoiler, polished five-spoke Turbo S wheels,



an Aerokit front spoiler, an air intake in the rear wings and four exhaust pipes at the rear. Inside, the 911 Turbo S received carbon-fibre trim to contrast the leather interior and to provide the type of luxury that customers had come to know and love from Porsche's top-shelf models.

Of those 345 cars, Porsche only built 26 examples of the 993 Turbo S to RHD specification, and this is one such example. Finished in Arctic Silver over a Blue leather interior, it is a UK-delivery example that has remained here since new and has always been regularly serviced by official Porsche dealerships in the UK. According to the consignor, it has spent the last few years in storage. After being removed from storage, the car was immediately sent to Porsche Centre Reading in October of 2016, where it received a major service. Since then, the car has travelled less than 250 miles and remains in exceptional condition throughout.

Even 20 years after its introduction, the 993 Turbo S is still considered to be one of the most exciting air-cooled 911s ever built, offering exceptional performance paired with peerless comfort and luxury. The ideal autobahn cruiser, this example begs to return to the open road.





# 1973 PORSCHE 911 CARRERA RS 2.7 LIGHTWEIGHT

CHASSIS NO. 9113601501 ENGINE NO. 6631453 AT

£825,000 – £1,000,000

**Widely considered to be the most successful Carrera RS 2.7 in international rallying**

**Winner of the 1974 Circuit of Ireland, Donegal International and Castrol Manx International Rallies**

**Exhaustively researched rallying history of nearly 40 rallies, including 14 international events**

**The last of 17 RHD 2.7 RS Lightweights**

**Four-year highly authentic restoration overseen by an acknowledged RS specialist**

Boasting a hugely successful rallying career in Ireland and Great Britain, this late-production Carrera RS is the beneficiary of a recent four-year restoration that has returned the car to stunning, factory-authentic condition. Chassis number 9113601501 is one of just 17 lightweight examples configured with right-hand drive, and the final one sold in Great Britain. The car was therefore equipped with many of the latest homologation racing features concurrently utilized on the factory-campaigned RSR examples, including the shorter suspension trailing arms that desirably improved handling.

Finished in white paint with red Carrera script, the 2.7 RS was sold new to Harold Morley, a British rally driver who had won the 1972 Motoring News Rally Championship. This car is the second of two Carrera RS Lightweights that Morley purchased from Porsche of Great Britain in 1973, registered on 1 August as 'OM 77'. Morley entered the 911 in three international rallies during 1973, including the final round of the World Championship, the RAC Rally, where the car was the highest-finishing Porsche and winner of the team prize.

In January 1974, Morley sold the 2.7 RS to Cathal Curley, a highly accomplished Irish driver. Borrowing £8,500 to finance the purchase and with no money left over for insurance, Curley re-registered the Lightweight 'AUI 1500', and with this designation the car achieved its greatest feats, which were widely captured in media and the popular imagination, even being the subject of a pop song! At the gruelling five-day, 1,200-mile

Circuit of Ireland Rally in April 1974, Curley emerged victorious, beating some half-dozen other RSs.

It then went on to win the Donegal International Rally in June, beating one of the new alloy-bodied Carrera RS 3.0 examples while earning Curley his third annual victory at the event. It was during this momentous win that photographer Esler Crawford snapped an iconic image of AUI 1500 as it launched several feet off the ground from a rise in the course, a picture that has been widely reprinted.

In September 1974, Curley entered the RS in the Castrol Manx International Rally, and once again managed to defeat some of the period's greatest rally drivers, including Roger Clark. The victory marked Curley's third outright win on a major tarmac rally, and he finished the 1974 season in 4th place in the RAC Championship, and 8th in the Castrol Autosport Championship. The season was also notable for the sponsorships that accompanied it, with AUI 1500 being featured prominently in period print advertisements for Porsche and Dunlop, and receiving support

from Porsche GB and Porsche A.G. in Stuttgart. After flirting with retirement following the season's conclusion, Curley entered AUI 1500 for a final race at the Galway International Rally in 1975 and led the event until retiring.

The Lightweight then passed to several British owners over the next four years, continuing an arduous racing career that saw almost 40 rallies, including 14 international-level events, including the 1978 RAC Rally. After the model's homologation eligibility expired in 1979, AUI 1500 was sold to an enthusiast in South Africa, where it was entered in several local rallies.

The 2.7 RS was acquired by South African Albert Van Heerden, then upgraded in 1984 to Group 4 RSR specifications (including a 3.4-litre twin-plug werks engine) and raced in events such as the Rolo Motor Historics Championship. Van Heerden's racing resume came to an inauspicious end leading from pole at the Kyalami circuit in Johannesburg in 1987, when an accident rolled the car and left the driver unhurt but badly shaken. Too damaged to warrant repairs at that time, the RS Lightweight was sold to





AUI 1500 en route to a victory at the 1974 Donegal International Rally. *Courtesy of the owner.*



a private Porsche collector who domiciled the car in unrepaired condition for 23 years. In 2010, the collector offered the 911 for sale, and it was purchased by the consignor, a well-known RS expert residing in Great Britain.

He meticulously planned, then commenced, a comprehensive restoration, returning it to original factory specifications utilizing as many new original-stock parts as possible, which were sourced at great effort. The roof, wiring loom and dated parts, for example, were sourced from donor cars made in the same period, carefully installed and attached. Particular care and attention was given to repairing the original shell retaining factory welds where possible and replicating new welds carefully completed to look identical to the originals they replaced. The last two available original right-hand-drive floor panels were obtained from Porsche's Parts department, and a proper 911/83 crankcase was sourced for a rebuild of a correct

engine, which was then re-stamped with a proper AT (*abschrift*) replacement suffix.

To authenticate the RS's identity, the car was fully inspected by Porsche AG and issued a new factory chassis plate. The managing director of Porsche Cars Great Britain and the registry secretary of the Porsche Club of Great Britain both wrote letters testifying to the importance of the car. Completed in April 2014, the meticulous restoration is believed to be the most comprehensive private refurbishment ever conducted on a 2.7 RS.

AUI 1500 immediately commenced a celebratory exhibition tour, photographed the day after the restoration's completion on the finish ramp of the Circuit of Ireland, 40 years after winning the rally. Commemorative appearances at Donegal and Manx soon followed, as well as a special invitation for display among Porsche museum cars at Brands Hatch when it returned to the UK.



In April 2016, chassis number 9113601501 returned to Ireland for a race re-enactment, joining 172 rally cars through six different stages. Curley and his co-driver, Austin Frazer, were able to drive the car again and reunited with Donegal co-driver, Terry Harryman, and autographed the underside of the front decklid. The RS was also prominently featured in the August 2016 issue of *Classic Porsche* magazine.

One of just 17 2.7 RS Lightweights distributed to Great Britain, and one of 200 built for worldwide use, this distinguished 911 makes a solid claim as 'the most successful 2.7 Carrera

RS of all time', as writer Mark Copeland described in his book researched over 20 years. Meticulously restored, authenticated by the factory and respected Porsche experts and benefitting from an incredibly detailed restoration that has maximized and reinstated originality to a remarkable degree, this outstanding 2.7 RS is also accompanied by an FIA Historic Technical Passport that qualifies it for numerous vintage events worldwide. It should expect a warm welcome at club events and Porsche gatherings, as one of the most impressive examples of Stuttgart's most celebrated 911s.







# 2007 MERCEDES-BENZ CLK DTM AMG CABRIOLET

CHASSIS NO. WDB2094421T072899

£280,000 – £320,000

**One of just 80 cabriolets produced**

**Stunning performance, including a top speed in excess of 320 km/h**

In 2003, Mercedes-Benz driver Bernd Schneider secured the Deutsche Tourenwagen Masters (DTM) championship, Germany's most prestigious domestic racing competition. To celebrate this triumph, Mercedes developed and produced the CLK DTM AMG coupé. It featured a de-tuned version of the SLS AMG's 5.5-litre engine, racing-inspired suspension and a luxurious interior. This special edition, of which approximately 100 were built, proved to be wildly popular. This popularity inspired Mercedes-Benz to produce yet another limited-edition CLK DTM AMG for 2007, this time a cabriolet. The car offered here is one of just 80 CLK DTM AMG cabriolets produced.

The cabriolet is powered by the same 5.5-litre supercharged V-8 engine that produces 582 bhp. This, coupled with the Mercedes-Benz SpeedShift 5G-Tronic automatic transmission, powers the CLK DTM AMG to a top speed in excess of 320 km/h and a stunning 0–100 km/h time of just four seconds. The luxurious and well-appointed interior underscores this performance, including supportive lightweight bucket seats that cement the driver in place behind the suede-wrapped racing-style steering wheel. With shifting controlled by the 5G-Tronic automatic transmission, the pilot of this truly inspiring automobile can simply hold on and experience the joyous acceleration and staggering G forces that the CLK provides.

The CLK DTM AMG's aggressive exterior styling showcases the car's racing heritage. This includes elements such as the split

rear diffuser, large carbon fibre wing, a deep front fascia and an air dam with large air inlets and wheel arches with prominent flares to accommodate the large AMG lightweight alloy wheels. With just a glance, one can clearly discern that this car is equally suited to the race track as it is everyday city streets.

With an MSRP of more than €230,000, the CLK DTM AMG was a truly exclusive automobile for a short-list of enthusiasts with means. This was a popular street car for racing drivers as well, with examples being owned by Formula One drivers Juan Pablo Montoya, Mika Hakkinen, Kimi Raikkonen and Jenson Button. The car offered here, chassis number

72899, is an exceptionally rare opportunity to join this group of legendary owners.

Chassis number 72899 was first registered on 16 July 2007. It was delivered in the iconic Mercedes-Benz Iridium Silver Metallic and with Carbon-coloured leather upholstery. It is well appointed with air conditioning, Xenon headlamps, keyless entry, satellite navigation system, theft warning alarm, paddle shifter and Bose stereo system. Having seen less than 19,000 km at the time of cataloguing, this 2007 Mercedes-Benz CLK DTM AMG cabriolet is a stunning and rare example of one of the most desirable modern Mercedes-Benz cars ever produced.





# 1983 FERRARI 512 BBi

CHASSIS NO. ZFFJA09B000044661 ENGINE NO. 00391

£190,000 - £230,000

**Delivered new to Germany**

**Retains its original manuals, including original service book**

**The final evolution of Ferrari's iconic Berlinetta Boxer**



The third version of Ferrari's iconic Berlinetta Boxer was introduced at the Frankfurt Auto Show in 1981. The 512 BBi's major change was the addition of Bosch K-Jetronic fuel injection to its flat-12 cylinder engine. The use of fuel injection did not diminish the 512's power, but it did make it more available at lower rpms, along with increased torque. Rated at 340 bhp, the BBi's power was channelled through a five-speed manual rear transaxle; performance was managed by front and rear independent suspension with dual coil springs and anti-roll bars. The car sat solidly on a tubular semi-monocoque frame enveloped by a steel body. In terms of appearance, an intelligent leave-a-great-thing-alone approach caused minimal change in the 512 BBi from its predecessor. There were new rear fog lamps, new running lights in the grille and a shift to metric-sized Cromodora alloy wheels and tires.

Delivered on the 31st of January through the German Ferrari dealership in Regensburg, Auto König, chassis number 44661

Documents: UK V5  See page 6 for VAT status explanation.

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has spent the majority of its life in Germany. It was delivered new to an individual residing in Frankfurt in 1983, remaining there until 1987. From there, the car spent one year in Bavaria and then Loerrach, and resided in Munich from 1988 to 1990. The car remained in storage with an owner in Germany from 1990 until 2015. When the car was brought out of storage after 2015, it was shipped to Mertel Italo Cars, the official Ferrari distributors in Nürnberg, where it received a major service and re-commissioning where it was brought back to running condition,

which included replacing the timing belts. Shortly thereafter, the car was imported to the UK where it resides today.

Finished in traditional Rosso over a Nero leather interior, the car presents well throughout, showing just 69,700 km on its odometer. Considered to be the most liveable of Ferrari's iconic Berlinetta Boxer models, owning a 512 BBi is a must for any collector, and this example would certainly be a thrill to drive and enjoy on the open road.



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# 1992 PORSCHE 911 CARRERA RS

CHASSIS NO. WPOZZZ96ZNS491152 ENGINE NO. 62N81809

£220,000 - £250,000

25,345 km from new


Highly original throughout

Includes original manuals

Following in the tyre tracks of the 1973 Porsche 911 Carrera RS 2.7, the 964 RS was designed from the outset to offer the same pure driving experience as its legendary forbear.

Finished in iconic Guards Red and trimmed in grey leather, this particular Carrera RS was first registered in Switzerland. It remained in the ownership of the same German family before being acquired by marque expert Thomas Schmitz in late 2014. The current owner purchased the car in March 2015 and has used the car



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predominantly for continental trips, during which it has always behaved flawlessly. It was last serviced in March 2017 at leading UK-based specialists JZM Porsche at 24,784 km, and since then has been driven under 1,000 km.

Being a standard 'lightweight'-specification car, it features the full suite of weight saving and performance enhancements that combine to make it such a supreme all-rounder. This includes a stripped out, track-orientated interior; a revised 260-bhp version of the air-cooled M64 3.6-litre engine; lightweight flywheel; a limited-slip differential; a track-optimised suspension with a 40-mm drop in ride height and a non-power-assisted steering set-up. That being said, the current owner is quick to stress that this example has spent its life solely on the road and has never

been raced or used on the track. This statement is evidenced by its immaculate condition, both from a mechanical and aesthetic point of view. The car remains highly original throughout, still sporting the proper factory markings on screw heads and bolts. It still retains its original manuals and even the seldom-seen tyre pressure gauge.

The rare and highly desirable 964 RS is considered by some to be the ultimate incarnation of one of the world's greatest sports cars and was lauded by *Evo* magazine as having the 'perfect blend of poise, poke and long-lap pace'. Fully original and low mileage examples in immaculate condition are becoming increasingly hard to come by, and this is an opportunity not to be missed.





# 1996 PORSCHE 911 TURBO

CHASSIS NO. WPOZZZ99ZTS370511 ENGINE NO. 61T01143

£165,000 - £195,000

Just two owners and 2,133 miles from new

Delivered new to the Sultan of Brunei

Retains its original engine

Recent re-commissioning by a marque specialist

For the 993 generation, Porsche endowed its iconic 911 sports coupé with the enviable combination of a traditional body shape and air-cooled engine with the modern conveniences of all-wheel-drive traction and electronic engine management.

Launched in 1995, the Turbo was the pinnacle of the 993-generation at the time; its twin-turbocharged 3.6-litre inline six-cylinder engine afforded 959 levels of outright performance, indisputable reliability and everyday drivability. It is no surprise that it has been described as 'The King of Porsche' and 'the last breath of fresh air that Porsche gave the world; elegance and muscle all in one package'. It is the definition of a modern classic, as the 993 would be the last air-cooled 911 produced.



Documents: UK V5  See page 6 for VAT status explanation.

Please note that this lot is titled as a 1995.

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First registered on the 28th of September 1995, this particular 993 Turbo was exported by AFN Chiswick to Brunei, where it saw minimal usage as part of the Sultan's abundant car collection before being placed in storage. It was recently re-patriated to the UK by its current owner, the car's second custodian, and has since been the subject of a comprehensive marque specialist re-commission, comprising a full engine rebuild and replacement of all perishable parts. This included, but was not limited to: hoses, gaskets, suspension bushings, rubber seals, engine mountings, gearbox mountings and steering couplings. The accompanying Porsche Certificate of Authenticity confirming

its status as a matching-numbers car will be provided with the car, along with a fresh MOT. Furthermore, it is important to note that the car is titled as a 1995.

Having covered just 2,133 miles from new and being painted in the desirable Arena Red metallic with black soft ruffled leather, this 993 presents impeccably even to the most critical eye. It may well be the finest and most original example of a right-hand-drive 993 Turbo that has been offered to the market to date and represents an opportunity that every serious collector would be wise to consider.





# 1967 PORSCHE 911 'SOFT-WINDOW' TARGA

CHASSIS NO. 500434

£95,000 – £135,000

**Delivered new to a U.S. Air Force doctor in Germany**

**Restored in Switzerland**

**One of 718 'soft-window' Targas for 1967, the Targa's first model year**

Chassis number 500434 is a rare 'soft-window' version of Porsche's 911 Targa that boasts a fascinating ownership history. Nineteen sixty-seven was the very first year for the 911 Targa, and rather than sporting a glass rear window, like the Targas that would come later in the G-Series cars and the current production 991s, these cars sported a detachable plastic window instead, offering a convertible-like driving experience with the added safety and stability of a rollbar. In total, 718 Targas were built that first year.

Finished in Agablau, an attractive shade of dark blue which it still sports today, over black vinyl and fitted with the optional light alloy Fuch wheels, the car was delivered to Dr Paul Feinstock of the U.S. Air Force's 89th Medical Department through Porsche's distributor in Karlsruhe, Germany, not too far from its native

Stuttgart. The 911 was the doctor's daily transportation during his service in Germany, and when he shipped home to the U.S., the Targa came with him.

The car remained in the U.S. for the majority of its life and was exported to Switzerland when acquired by its current owner, a 911 collector and enthusiast. Having been repainted shortly before its acquisition, a mechanical restoration was commissioned when it arrived in Switzerland and the car was found to be remarkably rust free, only requiring minimal welding around the rear suspension mounts. It is worthwhile to note that the car is fitted with a non-original engine of the correct type and a later five-speed gearbox for touring, but is accompanied by a five-speed gearbox of the correct type.

Arguably the most collectable variant of the 911 Targa, these early 'soft-window' cars have always been in demand for their quirky looks and open-top driving experience, something that was not fully realized on 911s until the 1980s. A must-have model for any Porsche collection, this example will not disappoint.



# 2013 MERCEDES-BENZ C 63 AMG BLACK SERIES

CHASSIS NO. WDDGJ7HB6DF980028

**£70,000 - £90,000** OFFERED WITHOUT RESERVE

**Single ownership and 11,000 km from new**

**Recently serviced by Mercedes-Benz**

**The most radical Mercedes-Benz C-Class model; a track-day-ready daily driver**

Delivered new to its first and only owner in Bahrain, this particular C63 AMG Black Series was produced for the 2013 model year in Bremen and shipped to Bahrain on 10 October 2012. The car was ordered in a classic and refined colour combination of Diamond White Metallic over a black leather and Alcantara interior.

However, the Black Series' performance is anything but subtle. It boasts the same 6.2-litre, naturally aspirated V-8 as found in the standard C63 AMG, however, the Black Series borrows a number of components from the 6.2-litre engine found in the SLS AMG, including a lighter crankshaft, forged pistons and connecting rods. It produces 510 bhp, 59 bhp more than the standard C63, and only 53 bhp shy of the SLS AMG. With the engine redlining at 7,200 rpm, a sprint from 0–60 mph takes just 3.7 seconds, and the car will reach a top speed of 186 mph if the driver refuses to slow down.

This Black Series is fitted with a range of desirable options, including a reversing camera, rain sensing windscreen wiper, 19" AMG five-spoke alloy wheels, piano lacquer trim and the AMG carbon-fibre exterior trim package, amongst other options. With its current owner, the car has been driven only 11,000 km from new and has always been regularly serviced by Mercedes-Benz. It was also recently serviced prior to the auction. It is accompanied by a set of new brake pads, as well as a number of service invoices and a Certificate of Conformity.

Initially, Mercedes-Benz only planned on building 650 examples of its newest Black Series model, however, such was the success of the car that strong demand eventually pushed production to 800 examples. The C63 Black Series still proves to be a desirable car to own and enjoy today, and its place as one of the greatest AMG cars of recent years is well established, thanks to SLS levels of performance combined with the practicality of a coupe body. It is also likely to be the last naturally aspirated Black Series car to be produced, and therefore a true landmark car in AMG's recent history.



# 2014 MERCEDES-BENZ SLS AMG GT ROADSTER

CHASSIS NO. WMX1974782A009666 ENGINE NO. 1598060009824

£190,000 - £230,000

One of two UK-supplied SLS AMG GT Roadsters

Under 8,560 miles from new

The last generation of AMG's flagship naturally aspirated sports cars

Slotted in between the standard SLS AMG and the more radical SLS AMG Black Series models, the SLS AMG GT offered slightly increased performance and more aggressive aesthetics over its predecessor. The GT specification brought with it darkened headlights and taillights, red brake callipers, a high-gloss grille finish and further interior accoutrements in Alcantara. In addition, power was enhanced by a further 18 bhp added to the SLS' drivetrain, bringing total output to 583 bhp and a staggering 650 nm of torque. A re-worked seven-speed dual-clutch helps to make the power and performance more accessible, along with a revised, stiffer suspension.

Only two RHD SLS AMG GT Roadsters were supplied to the UK market, and this example is finished in a breathtaking yet subtle

colour combination of AMG Imola Grey over a two-tone Designo Exclusive leather in Mocha Brown and Porcelain. The car sits on 10-spoke forged alloy wheels (19" up front and 20" at the rear), giving it an aggressive yet tasteful look. Further options include Blind Spot Assist and a full media package with wireless telephone features.

The car remains in virtually as-new condition throughout, having clearly been impeccably maintained since day one. Offering an upgrade in terms of looks and performance over the original SLS AMG models, the GT is indeed a more focused automobile yet still retains the creature comforts that one would expect from a flagship Mercedes-Benz sports car. Importantly, this exceptionally rare SLS AMG GT Roadster represents the rarest right-hand-drive iteration of the last of AMG's naturally aspirated sports coupés. This exceptional example would be the ideal modern alternative for the enthusiast with a 300 SL roadster already in their garage and a fitting purchase for AMG's 50th anniversary.

Documents: UK V5  See page 6 for VAT status explanation.

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# 1950 TALBOT-LAGO T26 RECORD CABRIOLET

COACHWORK BY ANTEM

CHASSIS NO. 101001

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£200,000 - £300,000

The 1949 Paris Salon show car

Rare and desirable coachbuilt T26 cabriolet by Antem

Post-war, independent coil-sprung chassis with superb handling and road manners

4,482-cc inline six-cylinder with twin Zenith-Stromberg carburetors

In October 1946, Talbot-Lago had a small stand behind Peugeot at the Paris Salon. The brand-new T26 Record model was shown. It was available in four body styles, including a lovely factory convertible. In 1934, Joseph Figoni had helped Anthony Lago design a line of factory bodies for Talbot-Lago. The post-war Record was the final evolution of these beautiful designs, tastefully updated by Carlo Delaisse, a well-known designer

who had worked for the great coachbuilders Vanvooren and Letourneur et Marchand. Nevertheless, the Record chassis was also immediately made available to the trade.

The chassis and drivetrain were new. Fully independent front suspension with coils ensured superior handling, while the trademark pre-selector Wilson gearbox was a joy to use in comparison to the cantankerous long-throw and slow-shifting boxes other cars were fitted with at the time. But the real jewel was the magnificent 4.5-litre six-cylinder twin-cam hemi engine that Anthony Lago had developed during the War with Carlo Marchetti, his chief engineer. Not only was it lovely to look at

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with its polished Art Deco valve covers, it also gave exceptional torque, and with its 170 hp, it made the Lago Record one of the most powerful passenger cars in the world. It was a *grande routière* in the classic manner and looked the part with its conservative, elegantly proportioned bodies and long, long hood in the 1939 idiom.

After the War, Antem developed a number of tasteful semi-pontoon designs characterized by a back-sloping grille, front fenders that faded elegantly into the bodywork and rounded rear fenders that flowed harmoniously into the svelte rear deck. Usually, the front fender carried an air vent originally inspired by the Buick Ventiports that influenced many French coachbuilders in the late 1940s. The overall effect of these Antem bodies was a very smooth style that

was sporting and refined at the same time, and variations were mounted on a number of Delahaye and Talbot chassis.

This Talbot-Lago features all of these signature Antem design elements. Indeed, the car was shown on the Antem stand at the 1949 Paris Salon as a 1950 model. The current owner acquired the car in 2008. It was mechanically in good condition, but was given a bare-metal repaint, and a new interior in tobacco leather was specified. Today, chassis number 101001 presents a rare and unique opportunity to acquire a powerful *grande routière* with very rare cabriolet coachwork. An exciting, sporting car, this Talbot-Lago can either be used as the thrilling driver it is or be brought up to concours standard and entered in world-class events.



The T26 Record on the Antem stand at the 1949 Paris Salon.  
*Courtesy of Peter Larsen.*



# 1993 LAND ROVER RANGE ROVER VOGUE LSE

CHASSIS NO. SALLHBM33KA638599

£25,000 - £35,000 OFFERED WITHOUT RESERVE

**A recent, no-expense-spared restoration**

**Brooklands body kit**

**One of the finest Series 1 Range Rovers available**

When thinking of Range Rover today, most enthusiasts immediately picture a luxurious, high-end vehicle more at home on the M25 than in the country. Contrary to this perception, Series 1 Range Rovers like the example offered here were built as utilitarian vehicles, albeit with a higher level of comfort than its sister marque Land Rover. Featuring somewhat spartan interiors designed to be easily cleaned, the Range Rover inspired a strong brand following almost immediately from its introduction in 1970, a following which has survived four design iterations, tens of thousands of vehicles produced and countless miles driven.

Though many of the Series 1 Range Rovers were utilitarian in nature, the example offered here is without question a top-of-the-line automobile by anyone's measure. Having been the subject of a recent comprehensive restoration in which no

expense was spared, this Series 1 Range Rover is fitted with its original Dark Tan leather upholstery, thick wool overmats, highly figured wood veneered interior surfaces, an upgraded stereo system and a Brooklands body kit under the traditional Range Rover Green livery.

In addition to its cosmetic excellence, this Range Rover is in fine mechanical fettle. The 200-bhp 4.2-litre engine, gearbox, differentials and Electric Air Suspension system all function according to specification. Having been recently serviced, this stunning automobile is ready for any challenge the world can throw at it, from morning coffee runs to traversing the muddy farm fields.

With fewer than 63,300 miles on the odometer at cataloguing, the Range Rover offered here is arguably one of the finest extant examples of the first vehicle to wear the storied Range Rover nameplate.



# 1940 ALVIS 12/70 SPECIAL

CHASSIS NO. 15884

**£130,000 - £150,000**

**An exceptional vintage special, ideal for rallies and tours**

**Well-known ownership and restoration history**

**A thrilling Alvis for the avid driving enthusiast**

According to the current owner, this Alvis 12/70 was built on 15 May 1940 and has a documented history through the Alvis Registrar, with documentation from the previous owner covering its acquisition over two decades ago and subsequent restoration and use. During this time the car was restored to its present configuration, with a special two-seater sports body on an original unmodified chassis, a high-speed rear axle, hydraulic brakes and a Speed 20 2.7-litre engine, bored out to 2.8 litres.

The current owner acquired the car after it had been owned by a German enthusiast who used it for several pre-war races, hill climbs and various vintage driving tours. It had accumulated approximately 6,000 km by this time and was used for another 800 km of touring before being shipped to the United States. The owner notes that the car performed beautifully, including on

both the motorway and in London traffic, thanks to the addition of an auxiliary fan. It continued to run beautifully while Stateside, including the 2015 Colorado Grand rally, where it ran at 90–100 mph for over an hour.

Subsequently the car received a \$40,000 engine rebuild by Autosport Designs of Huntington Station, New York, including a new block sourced from UK Alvis specialists, Red Triangle. The engine was line-bored, honed and rebuilt with all-new parts as needed; a service to the cylinder head; and a valve service, all of which is documented with invoices on file. Following this work the car has only run-in time under its belt, with everything properly serviced to ensure sweet running for a new owner.

A superb, cost-effective choice to run at speed alongside Aston Martin Ulsters and 'W.O.' Bentleys, this car boasts exceptional performance, stopping power and handling grace, and would be ideal for any number of motoring rallies and tours worldwide.

Documents: U.S. Title  See page 6 for VAT status explanation.

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## 2012 LEXUS LFA

CHASSIS NO. JTHHX8BHX08000211 ENGINE NO. 1CR 0001721 SERIAL NO. 213/500

£290,000 – £330,000

Single ownership and just under 2,600 km from new  
 Finished in stunning Pearl Red over Cream  
 Lexus' long-awaited 21st century supercar

Arguably one of the most eagerly anticipated supercars ever built, the Lexus LFA was conceived and built in the relentless pursuit of automotive perfection. With development beginning in the early 2000s, the LFA was shown to the public in concept form on a number of occasions; the concept appeared in 2005, and the production version finally broke cover at the Tokyo Motor Show in 2009, with production starting in December of 2010.

At the LFA's heart was a 4.8-litre V-10 engine. Developed in cooperation with Yamaha, it produces 552 bhp at 8,700 rpm and can spin up to an ear-shattering 9,000 rpm, so quickly in fact that an analogue odometer simply cannot keep up with the acceleration. With a six-speed automated manual transmission and carbon ceramic brakes, it is no surprise that the performance



was exceptional. Topping out at 202 mph, the LFA could sprint to 60 mph from a standstill in 3.5 seconds. As with any Lexus, it is beautifully appointed both inside and out, and even though it is capable of topping 200 mph, the LFA is outfitted with all the modern conveniences one would expect, and is designed to be perfectly comfortable for regular use or long trips.

The consignor, its original owner, applied to buy this LFA in 2010. It was delivered to him at his home on Gran Canaria in April of 2012 and has remained there since new. The car is beautifully outfitted in a stunning combination of Pearl Red over a cream leather interior with light metallic-finished wheels and black brake callipers. Today, it presents in wonderful condition both inside and out, no doubt in thanks to careful usage and maintenance by its current custodian. The LFA has always been serviced by Lexus Canarias, with the last service having taken place in 2016, the car having been driven roughly 150 km since. Furthermore, it is

important to note that the car is accompanied by a pair of fitted suitcases, as well as its owner's and service manuals.

With only 500 examples produced, the LFA is much more rare than many of its direct competitors and stands tall as one of the most desirable and groundbreaking Japanese cars ever produced. Having been driven just 2,600 km from new and offered from its only owner, this particular example is surely one of the best examples of the LFA and should be on the wish list of anyone with a penchant for modern hypercars.



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# 1974 FERRARI 365 GT4 BB

CHASSIS NO. 18259 ENGINE NO. 00259 BODY NO. 253

£300,000 – £350,000

Believed to be under 4,300 miles from new


One of 58 UK-delivery RHD 365 GT4 BBs

First owner thought to be Far Eastern Royalty, delivered to Singapore

Recently underwent a full vehicle inspection,  
including a top-end engine rebuild

Retains its original engine



Documents: UK V5  See page 6 for VAT status explanation

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Originally ordered by HR Owen in Azzuro Metallizzato over Nero Connolly leather, chassis number 18259 was road registered in the UK, but after being delivered to London in January 1975, it was almost immediately shipped to Asia. Believed to have been owned by the Thai Royal Family, 18259 returned to England in the mid-1980s, when it was imported by its second owner, Sonu Shivdasani.

Shivdasani, only in his 20s and already a collector of Ferraris, purchased the Boxer with just 1,550 miles on its odometer and subsequently repainted it red. The history file contains an email from him confirming that he purchased the car from either 'a Malaysian king or the Sultan of Brunei'. Shivdasani owned the car until 1995 and carried out an engine restoration totalling £2,253, before putting the car up for sale in 1995 without having driven it a single mile.

Sold to Paul Simon of England, a second restoration was undertaken in late 2001 by specialist John Etheridge and another by Francorchamps Motors of Brussels in 2006. Then moved into storage for nearly a decade, the only change to the Boxer was the fitting of a later Ansa Sport exhaust system. In late 2015, the car was returned to its original colours, and a full engine-out workup was conducted by Neal Lucas Sports Cars Ltd. in England. It was finally sold to the current owner in November 2016. The car retains its original engine and bodywork with original stampings, yet the gearbox has been replaced with one of the correct type, common with many 365 GT4 BBs.

Offered with full invoices and a history file that tracks the car from its earliest moments, chassis number 18259 is presented today with less than 4,300 miles showing on the odometer, believed to be original. Beautifully restored to its original colours, this RHD 365 GT4 BB boasts a fascinating history and would be an exciting addition to any collection.





# 1939 ASTON MARTIN SPEED MODEL C-TYPE

CHASSIS NO. A9/722/U

£575,000 - £725,000

**One of eight Type Cs built by Aston Martin; one of only six remaining in original specification**

**Participant in the 1939 RAC Rally**

**Displayed at the Aston Martin Centenary Celebrations in Kensington Palace Gardens and the Concorso d'Eleganza Villa d'Este in 2012**

**Fully restored by Ecurie Bertelli**

Rarer than an Ulster Team Car, capable of reaching speeds over 100 mph in 1938 and with a modern-looking aerodynamic body that continues to turn heads even today, the C-Type was Aston Martin's last model before World War II, and a car to be proud of. It signifies the end of an era even while invoking the image of the future.

The cancellation of the 1936 Le Mans was a crushing blow for Aston Martin; coming high off a class win in 1935, it was

supposed to be an easy win. More than that, the marque had just spent years producing its newest model, the 2-Litre Speed Model. Like the one offered here, they were equipped with Claude Hill's latest engine, a 2-litre with larger carburettors, higher lift cams and importantly, fitted with a dry sump. To house this engine a new chassis was also made, stronger, shorter and wider than the former chassis. The cancellation of Le Mans meant that these vehicles needed selling; however, with the recent change in ownership, the Speed Models were forced to take a backseat, and it would take until 1940 for all 23 of the Speed Models to be sold.

In order to maintain the model, Aston Martin sold the Speed Model in several forms – the last of these would come to be called the Type C. The Speed Model offered here, A9/722/U, is one of only eight Speed Models bodied with the Type C body; this body



had steel-framed bodies designed by Claude Hill. An engineer by trade, he focused on the aerodynamic efficiency of the bodies, hence the very smooth, streamlined look. The main body panels were constructed of light alloy and the wings from steel. First introduced to the public at the 1938 Earls Court Motor Show, the final iteration of this design featured the headlamps dramatically set behind the rounded radiator shell. The Type C's were nearly 20 mph faster than the open-wheeled and 2/4-seater bodied cars, almost certainly as a result of their wind-cheating shape.

Chassis number A9/722/U was one of the original three Type C's produced, and the first one after the prototype. Registered KMD 69, a registration it still holds today, the car took place in the RAC Rally that April, driven by Aston Martin owner Mr P.B. Mayne,

and finished 8th in class. Shortly thereafter, the car lapped Brooklands at an average speed of 94 mph. Presumably at this time, the car remained property of Aston Martin as the car's first private owner purchased the car in July 1939. Intriguingly, the car is photographed at Le Mans in June 1939 alongside Robert Hitchens and Mortimer Goodall's Aston Martin Speed Model, car number 29.

After the war, the car was sold to a Mr Crawford, who still owned the car in 1953 when the build sheets recorded an engine rebuild. At some point in its history, the body was detached from the chassis and is thought to be lost to time. Under current ownership, KMD 69 was reunited with what is believed to be the majority of an original Type C body and passed to renowned







marque specialist Ecurie Bertelli to receive a full restoration to original specifications, which included stripping the found body to bare metal before re-spraying it in the original duo-tone colours of biscuit and green.

Since the restoration, the Type C has been displayed at the 2012 Villa d'Este Concours d'Elegance and Aston Martin's 2013 Centenary Celebrations. Further to those events, the Type C has run a handful of vintage driving events as well, including the Ennstal Classic, Paris-Madrid Rally, the Sanremo Rally Storico and finally the Grand Premio Terre di Canossa each year from 2014–2016, winning a prize at the associated concours in 2014. As such, the car is accompanied by a FIVA passport, category A/3.

One of Aston Martin's more unusual models, but certainly worthy of the marque's reputation for high-speed sports cars given their full competition specification, the Type C should not be overlooked. A9/722/U would be at home with any collector with a serious need for speed and a love of the unique.



# 1964 ASTON MARTIN DB5 'VANTAGE SPECIFICATION'

CHASSIS NO. DB5/1401/R ENGINE NO. 400/1365

£785,000 - £900,000

**Excellent example with a complete bare-shell restoration completed in February 2017**

**Desirable upgrade to Vantage specification performed to Aston Martin Works standards**

**Maintained in single ownership for 30 years**

The Aston Martin DB5 is one of those vehicles that simply needs no introduction. Recognized around the world, the DB5 was made famous in the James Bond movie *Goldfinger*, cementing Aston Martin's status as the vehicle of choice for spies and gentlemen alike.

The example offered here, chassis no. DB5/1401/R, was originally delivered to Mr G.N. Lumb in Huddersfield, who by all accounts enjoyed the tourer immensely. Before passing the DB5 onto the second owner, Lumb had 1401/R serviced routinely by the factory; the build sheet records the vehicle as hitting nearly

10,000 miles within the first year of his ownership. According to the build sheet, the factory serviced the car through 1965, which was most likely when Lumb sold the car on to R.J. Chatting of Staffordshire. Chassis DB5/1401/R was originally equipped with a non-standard Laycock clutch, and early in 1965, a timing chain modification was carried out.

The DB5 benefitted from a restoration in the early '80s while under the care of 30 years of single ownership. It is thought that the upgrade to Vantage specification, not yet available when the car was originally delivered, occurred during this ownership. Utilizing triple Weber twin-choke side draft carburetors and revised camshaft profiles, the Vantage engine was able to hit 60 mph from a standstill in 6.5 seconds. The Vantage-specification engine produced an astounding 315 bhp, nearly 40 more than the standard engine. Upon purchasing the vehicle, the current owner embarked upon his own full restoration.

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Performed to Aston Martin Works specifications and standards, this most recent restoration was quite comprehensive. Consisting of over 750 hours of labour, the restoration began by repairing dents in the chassis before powder coating. Both the front and rear suspension were rebuilt, and the engine was fully serviced, including a carburettor rebuild. Originally delivered in Dubonnet, the car underwent a bare-metal re-spray in classic Silver Birch before Aston Martin turned to the interior. The all-new interior is finished in Connolly black over black carpets, making for a tasteful and elegant colour combination. New wire wheels fitted with correct Avon radial tyres completed the restoration, which finished just earlier this year.

Aston Martin Works, custodians of the vehicle for several owners, retain invoices dating back to the early 1980s. Photos of both the early restoration and this latest one show the extreme care and attention to detail that is so characteristic of an Aston Martin restoration. Today the car presents in excellent mechanical condition and appears as it would have leaving the factory over 50 years ago.

For those still enamoured with the schoolboy dream of owning their own DB5, 1401/R presents the perfect opportunity to own a mechanically sound, beautifully restored example.





# 1971 FIAT 500 MINIMAXI

COACHWORK BY MORETTI  
CHASSIS NO. 110F 2779791

£20,000 – £25,000 OFFERED WITHOUT RESERVE

**Believed to be one of only 90 examples made**

**Recently restored and presented in excellent condition**

**Wonderful car in which to stand out from the crowd**

Economical and 'micro' cars need not be boring. This wonderful 1971 Fiat 500 Minimaxi Moretti is a case in point. Recently restored and presented in excellent condition, this Moretti Minimaxi is a fun car that stands out from the crowd. Its unusual looks and the quality of its recent restoration ensure this car is unlike any other on the road.

The Moretti Motor Company dates back to 1925 when Giovanni Moretti began to design and build motorcycles. These machines were both of his own design and built with the agreement of other companies. Using motorcycle engines, Moretti also tried his hand in microcars in the late 1920s and early 1930s. After producing primarily commercial vehicles during World War II, in 1946, with the war over, Moretti began production of conventional cars. A

major shift in Moretti Motors' operations came in the latter part of the 1950s when it ceased designing and building complete cars. In an effort to reduce costs and overheads, the company switched to using Fiat mechanicals and chassis for all of its conventional automobiles.

Despite struggling to compete with Fiat's 600, thanks to the friendship between Moretti and Gianni Agnelli, Moretti Motors was able to arrange a favourable agreement with Fiat to continue using the Fiat chassis for a series of special/low-volume models. The Fiat 500-based Minimaxi first appeared in 1970, and sources indicate that only around 90 of these vehicles were built. The Minimaxi is a rear-wheel-drive platform that features a floor-shift, four-speed manual transmission situated between front bucket seats. While the windshield is hinged to lie flat, open sides allow easy access for the occupants of this fun-to-drive car, which is sure to draw attention wherever it is driven.



# 1956 ALFA ROMEO 1900C SUPER SPRINT COUPÉ

*COACHWORK BY TOURING*

CHASSIS NO. AR 1900C 10160 ENGINE NO. AR 1308 01053

**£135,000 - £165,000**

**The pinnacle of development of Alfa Romeo's 1900 series**

**Eligible for vintage tours and concours d'elegance**

In late 1955, Alfa Romeo updated its classic 1900 one last time, creating the 'final flowering' of its 1900 series. Henceforth known as the Super Sprint, the 1900 series still featured specialized examples of coachwork by Zagato and others, while Touring of Milan continued to build the factory-specified coupé bodywork. The 1900C Super Sprint's key distinguishing feature was a revised version of the engine, with increased displacement from 1,884 cc to 1,975 cc, a higher compression ratio, twin Weber carburettors and four valves per cylinder.

As seen on the offered 1900C, Touring introduced a new version of its prior 1900 coachwork for the Super Sprint, accommodating the shorter chassis with one window per side rather than the outgoing coupé's two-window configuration. The new Touring design was known as the Tipo 4, or three-window coupé, and it

eliminated the prior car's rear-fender bulges in favour of straight, streamlined haunches. It is thought that chassis number 10160 is one of fewer than 200 examples of the 1900C Super Sprint that remain in existence.

Chassis number 10160 is accompanied by a letter from Automobilmismo Storico Alfa Romeo which confirms that the 1900C Super Sprint was completed on 10 August 1956. Sold in Italy just one week later, the vehicle eventually made its way north to Norway. Restored under Norwegian ownership, chassis 10160 was enjoyed greatly before undergoing another comprehensive restoration, which was completed in 2007. Sold to the current owner in 2010, a copy of the cancelled Belgian title remains with the vehicle. Invoices from November of last year show maintenance work performed in preparation for sale, including replacement of brake parts and electrical work.

A great driver and a beautifully elegant car, this Alfa Romeo 1900C Super Sprint is the perfect companion for any rally or tour.

Documents: Form 13.20 A  See page 6 for VAT status explanation.

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# 2004 FERRARI ENZO


CHASSIS NO. ZFFCZ56B000136085    ENGINE NO. 86766

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£1,600,000 - £1,800,000

One of Ferrari's most exceptional creations  
Currently finished in spectacular Blu Tour de France  
Only 8,884 km from new; Ferrari Classiche certified  
An Enzo of special distinction



Documents: UK V5  See page 6 for VAT status explanation.

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## ***THE GENESIS OF THE ULTIMATE FERRARI***

After F50 production concluded in 1998, *tifosi* dreamt of what exotic machine Maranello would devise next—and what form it would take. Speculation was rampant over whether the next model would employ a rear-mounted V-8 or V-12, and if the packaging would be spartan and purposeful like the F40, or luxurious and evocative of vintage designs like the F50.

In mid-2002, Ferrari president Luca di Montezemolo ended the wait with the introduction of the forthcoming Ferrari Enzo. Though the model's name required no explanation, he reasoned that after Ferrari had named cars for historically important locales like Maranello and Modena, the time had finally come to honour the company's founder. He also clarified that the new model would have a strong connection to Formula



1 racing, as the manufacturer had just won the 1999 and 2000 Manufacturers' Championship and the 2000 Drivers' Championship. Michael Schumacher was, in fact, just getting started on his historic dominance of Formula 1, a still unequalled feat of five consecutive championships.

Formally debuting at the 2002 Paris Motor Show, the Ferrari Enzo certainly delivered on the premise of its design brief. Like a Formula 1 car, the Enzo utilized futuristic materials to achieve maximum weight savings, with a foundational chassis tub made of carbon fibre and Nomex honeycomb weighing just 200 pounds. Aluminium sub-frames were then mounted on the tub, and these laid the groundwork for the mounting of Pininfarina's unique coachwork.

Penned by designer Ken Okuyama during a lunch break, the Enzo's external design mimicked the shape of an open-wheel race car, though as if wrapped in a skin extending over the fenders and cockpit. Aerodynamically perfected in Pininfarina's wind tunnel, the body was comprised of panels woven from carbon fibre and Kevlar. Nineteen-inch alloy wheels, anchored by 15-inch Brembo carbon-ceramic disc brakes and unique scissor doors,

respectively, completed the Enzo's chassis and cabin, finishing a car that was highly technological and endlessly fascinating.

Into this phenomenal marriage of chassis and body, a new purpose-built engine was placed behind the driver, continuing the manufacturer's long-running configuration for sports prototypes and hypercars. The concurrent 90-degree V-8 was essentially extended by two cylinders on each side and altered in angle, creating the 65-degree Tipo F140B V-12 engine. Displacing almost six litres, the F140 was the largest engine built by Maranello since the 712 Can-Am race car of the 1970s. It was packed with racing components such as Nikasil-lined cylinder walls, titanium connecting rods and a telescoping intake manifold designed to boost torque, ultimately developing 651 hp and 485 foot-pounds of torque, earth-shattering numbers even by today's standards. The F140's evolutions would go on to power the 599 series, the F12 Berlinetta and the LaFerrari.

With power transmitted via a six-speed dual-clutch transaxle that was actuated with column-mounted paddle-shifters, the Enzo reached 60 mph from standstill in just 3.3 seconds and a top speed of 218 mph. Production was eventually capped at 400



units, so this was a car whose engineering was also matched by its rarity. As unique and captivating today as it was in 2002, the Ferrari Enzo continues to hold sway with collectors, unmistakably carrying the mantle of Maranello's defining millennial hypercar, the genetic link between the sensuous F50 and the hybrid LaFerrari.

### **CHASSIS NUMBER 136085: A UNIQUE ENZO**

This Enzo was originally delivered in the unique colour of Matt Titanio Extra Campionario, the only example finished in this unusual and lovely hue, over a Pelle Cuoio (4609) interior. It was shipped in November of 2004 to official dealer Forza S.p.A., which sold it to Prince Akim, member of a Middle Eastern royal family in London, England, for whom it was registered on UK plates 'LF 54 ASO'. A factory Certificate of Authenticity, number 844 F, was issued on 6 March 2008, and the car was subsequently Classiche certified.

In 2008, the Ferrari was sold at RM Auctions' *Leggenda e Passione* sale at the Ferrari factory, to a buyer working on behalf of an Asian mining magnate and passionate supercar enthusiast. This owner would maintain the car for the next six years, during which time it was refinished to his taste in its current spectacular livery of Blu Tour de France, before it joined the exceptional collection of its current owner. There it has been maintained alongside many fine coachbuilt automobiles from all eras, among which it appears right at home, and today reflects 8,884 km. It is accompanied by its full main dealer service history from new, original books and tools and its Classiche binder.

Remarkably well kept and stunning in its current colour combination, this car is unique among Enzos, and will certainly turn heads among even the most jaded enthusiasts of modern Ferrari supercars.









# 1953 PORSCHE 356 COUPE

COACHWORK BY REUTTER

CHASSIS NO. 50136 ENGINE NO. 32794

£200,000 – £250,000

The 35th of only 230 Reutter coupés built in 1953

Equipped with a 1954-series 1.5 engine

Finished in seldom-seen Pascha Red, its original colour

Full restoration by marque specialist in 2012

This lovely old Porsche coupé has recently emerged from a comprehensive mechanical and cosmetic restoration, wearing the unusually attractive colour of Pascha Red (Code 523) over a Tobacco interior. Rarely seen today, Pascha Red was among nine 'Special Coupé' coachwork colours offered in 1952–1953.

Nineteen fifty-three models were built at the Reutter plant in Zuffenhausen from October 1952 through March of 1954. Originally equipped with a 1.3-litre Type 506 engine of a mere 44 hp (not far removed from its Volkswagen origins), this very desirable automobile is now fitted with Porsche's Type 546 opposed 1.5-litre four-cylinder, and interim design that was offered between November and December of 1954. This newer engine produces a still-modest 55 bhp at 4,400 rpm, but better performance over its predecessors.

Following its departure from Zuffenhausen, the car was delivered new to the United States in February of 1953. Not much about



the car's history is known, but it was discovered as a barn find in the U.S. and subsequently brought home to Germany, where it was fully restored in 2012 by a marque specialist. The car was returned to its original Pascha Red and fitted with a beige interior.

This coupé shows impressive attention to detail; the painted ventilated steel wheels remain the correct 16-inch diameter, the instrument panel includes correct 'eyebrows' to block reflections from the major gauges and there is a large clock installed in the centre panel where a radio would otherwise be installed. The steering wheel and control knobs appear to have been properly

refinished, and the odometer reads 243 km, the distance travelled since the restoration.

After its restoration, the Porsche remained part of a collection in Germany before being sold to its current German owner. Today, the car is accompanied by a small book chronicling the restoration, a copy of its Kardex, as well as a FIVA Identity Card, dated 2013.

Relatively few of these early 356s survive; this example would make a fine addition to any Porsche collection.



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# 1955 BENTLEY R-TYPE CONTINENTAL FASTBACK SPORTS SALOON

COACHWORK BY H.J. MULLINER

CHASSIS NO. BC56D ENGINE NO. BCD55 BODY NO. 5785

£775,000 - £900,000

2017 Bentley Drivers Club Concours Best in Class winner

Offered from single-family ownership since 1983


Formerly owned by Victor Gauntlett; known history from new

Matching-numbers factory 4.9 engine, manual transmission and lightweight seats from new

Excellent condition, with a recent engine rebuild and a lovingly patinated interior

Offered with copies of factory build sheets and bespoke Continental Touring Spares box



Documents: UK V5  See page 6 for VAT status explanation.

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In the early 1950s, there was no other automobile quite like it in the world, which made it attractive for connoisseur heads of state, captains of industry, as well as the burgeoning jet set. James Bond drove a version he had Mulliner re-body from a wreck in the 1961 novel *Thunderball*. Famously, in the words of *Autocar* magazine, it was 'a modern magic carpet'. In the words of modern BDC members: 'Best car I have ever owned.' 'Hope to take it to Heaven with me!' 'Would not swap it for a thousand camels, even in the middle of the desert.' It was the fastest four-seat production car in the world – and the most expensive – cementing its exclusivity with only 207 made.

The example offered here, a well-developed 'D' series model of 1955, was delivered new with the most desirable features of the model, including the largest and most powerful 4.9-litre engine,

manual gearbox and lightweight seats. As noted in the Bentley R-Type Continental Register, it was first allocated to London dealer H.R. Owen for the N.I.G. Manufacturing Company. This order was cancelled and the car was instead sold to P. Carrington, of H.M.F. Carrington, on 4 February 1955 and registered PXC 163.

The Continental subsequently passed in 1958 to the Nibbler Paper Mill Company, then in July of that year to Douglas Cory-Wright, who would maintain it for the next 20 years. John Donner, a well-known Bentley collector, acquired the car in 1978, memorably registering it in his ownership as 'JD 12.'

In 1982 the Continental was purchased from Mr Donner by Victor Gauntlett, the immensely successful petroleum dealer and avid automobile enthusiast, who famously helped rejuvenate





Aston Martin as its chairman and main financial backer during this era. Despite his presence at the helm in Newport Pagnell during this era, Gauntlett was a Bentley partisan who owned several important vintage examples of the marque, including the prototype R-Type Continental, 'Olga'. During his ownership, he re-registered this Continental 'X 111'. He sold chassis number BC56D in 1983 to the brother of the current owner, and it has remained in their family now for 34 years.

The car has had power steering installed and was exhibited at the Continental 50th Anniversary Celebration at Silverstone. More recently, the engine was rebuilt and electronic ignition installed, and the engine bay today presents in beautiful condition, as does the glamorous yet understated Silver Chalice finish of the

bodywork. Within the car the interior has a lovely patina, with the appearance of having been driven and enjoyed – just as a Continental should look. Accompanying the car are copies of its build records, as well as its valuable original Continental Touring Spares kit and correct tools. It should also be noted that the original registration number PXC 163 has been reinstated.

A lovingly maintained and desirably equipped Continental from excellent long-term care, this beautiful gentleman's machine recently won its class at the 2017 Bentley Drivers Club Concours, continuing a two-decade-long history of success in BDC Concours. It is ideally suited for continued enjoyment, offering splendid performance and fine style in the best Bentley tradition, as a very fine example of one of the greatest post-war road cars.



# 1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. 876336 ENGINE NO. R 3120-9 GEARBOX NO. EB2302JS BODY NO. R 2629

£170,000 - £200,000

Desirable first-year, flat-floor E-Type Roadster  
Retains its original engine and finished in original colours  
Recent re-commissioning by Lanzante



Fresh from a transcontinental journey on the eve of its unveiling to the motoring press, the E-Type was a sensation at the 1961 Geneva Motor Show and stole the hearts of the motoring press and enthusiasts alike. With looks to die for and performance just as breathtaking, it is no surprise that the E-Type flew off showroom floors worldwide.

Constructed in December of 1961, this particular E-Type is a 'flat-floor' example from the model's very first year of production. Originally finished in Opalescent Gunmetal over a red leather interior, the same colour combination it sports today, the car was delivered new to Max Hoffman's fabled Jaguar Dealership in New York City. The car retains both its original engine and gearbox.

Upon being imported to the UK in the late 1980s, it was converted to right-hand drive and fully restored in 1991 to exacting standards.

Documents: UK V5  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.

The car has seen very light use since restoration and has only travelled some 800 miles since 2011; it is no surprise that this E-Type is presented in excellent condition throughout.

Its previous owner maintained the car to exacting standards with maintenance work carried out by marque specialists GTC Engineering, BPA Engineering and Paul Lanzante Ltd. Recently the car was fully re-commissioned by Paul Lanzante Ltd within the last year. Given only occasional use in the preceding five

years, nothing was overlooked in making sure the E-Type was ready for anything it had in store, and invoices for the work amount to over £30,000.

With recent re-commissioning by one of Britain's most celebrated motorsport outfits, the perfect colour combination and matching-numbers engine and drivetrain, this E-Type checks all the right boxes for someone looking to enjoy perhaps the most iconic British car ever built on the open road.





# 1973 LAND ROVER RANGE ROVER

CHASSIS NO. 355064242B ENGINE NO. 28A01257

£30,000 – £40,000 OFFERED WITHOUT RESERVE

## Rare 1973 'Suffix B' Range Rover

### Fully restored in Bahama Gold over Palomino

Even today, Range Rover illustrates this model in its advertisements to help promote its latest version of the brand. It is also the only 4 × 4 to be displayed in the Louvre. This tells you all you need to know about the original Range Rover: it is a design icon.

Under the Rover leadership of Spen King, this revered model was announced in 1970 and described as 'A Car For All Reasons'. It is a truly 'go anywhere' vehicle for its all-terrain capabilities, spacious practical layout and immensely clever attention to detail lending it great style. Being of Land Rover ancestry, it goes without saying that it is immensely strong and yet with its air of quiet sophistication, it is also a simple vehicle by today's standards, making it easy to maintain and run.

This particular car is a 1973 'Suffix B' version, the second iteration in the 25-year-long series of models. 'Suffix B' cars were

produced between January and October 1973, making it one of the rarest variants. It featured many improvements over the more common 'Suffix A' such as rear window wash-wipe, better sound deadening, more instrumentation, a larger twin outlet water bottle and much else besides.

The previous owner replaced the chassis with a galvanised type, replaced many of the inner panels with galvanised steel and brought the car up to a level of great structural integrity and durability. The restoration was then taken on by the current owner, who is more usually associated with restoring Aston Martins. It has been finished to a very high standard with better -than-new Bahama Gold paintwork; all-new Palomino interior; all-new suspension with extensive use of powder coating for longevity; all-new brakes and overhauled electrics. The car has also benefited from some subtle improvements such as a viscous engine fan and auxiliary electric fans. The car has had £9,000 of parts fitted in the past year plus over 700 hours labour.

Documents: UK V5  See page 6 for VAT status explanation.

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# 2008 ASTON MARTIN V8 VANTAGE ROADSTER

CHASSIS NO. SCFBB04B98GD08760

**£50,000 – £60,000** OFFERED WITHOUT RESERVE

**First owned by Prince John Radziwill; single-family ownership from new 2,900 km from new  
Delivered new to the U.S., formally imported and converted for use in the European Union**

Considering the initial fanfare surrounding the new V8 Vantage coupé, it was only a matter of time until Aston Martin unveiled a convertible version, and the Roadster was shown to the public at the Los Angeles Auto Show in 2006, very shortly after the coupé started production. Gaining 200 lbs. over the coupe, which included additional chassis stiffening, performance remained largely similar to its closed sibling, with a 0–60 mph time of 4.9 seconds leading to a top speed of 175 mph.

Delivered new to the current custodian's mother as a gift, the wife of Prince John Radziwill, in the U.S., this 2008 V8 Vantage Roadster is finished in a desirable and seldom seen color combination of Carbon Black over Caspian Blue. As an early example, it is fitted with the 4.3-litre DOHC V-8 engine producing 380 bhp at 5,000 rpm, mated to a six-speed manual transmission. It is further outfitted with a matching blue soft top, red brake callipers and seven spoke wheels.

After years of enjoyment stateside, it was formally imported to Europe for use in Switzerland and had all the requisite work done to European specification. This included switching the speedometer, and updating the satellite navigation and radio accordingly. All of this work was done by Aston Martin. As such, it can be easily brought back to the United States should its next owner so desire.



# 1964 SHELBY 289 COBRA

CHASSIS NO. CSX 2311

£775,000 - £900,000

Known ownership from new, with one owner for three decades

Finished in its desirable, original colour combination of green and black

Believed to be 30,194 miles from new



Combining the best aspects of both British and American automobiles, Carroll Shelby managed to create a legend with the 289 Cobra, cementing his name in the history books for generations to come. Taking an AC chassis and body, and shoehorning in a small-block Ford V-8, Shelby instantly had a hit on his hands. While the first 75 Cobras were fitted with 260-cc V-8 engines, the cars that would follow received a larger 289-cc engine. The Cobra was quoted at 271 bhp and weighed in at only 2,000 lbs., which was nearly 500 lbs. lighter than the Corvette. The old mantra of 'Race on Sunday, sell on Monday' proved to be especially true with the Cobra, and while Shelby's sports cars were finishing at the front of the pack in racing events not only in North America but also in Europe, Cobras proved to be an enormous hit with customers looking for a truly exciting performance car for the street. Less than 600 289 Cobras were built.



Finished new in green over a black interior, chassis number CSX 2311, a desirable rack-and-pinion 289 Cobra with dual four-barrel carburetors, was invoiced to Warren Wooten Ford of Cocoa Beach, Florida, in March of 1964. Rather than being shipped directly to Warren Wooten Ford, according to the 4th edition of the World Registry of Cobras & GT40s, the car was instead picked up at Shelby American in person by its first owner, John Norris of Eau Gaille, Florida. Norris did not own the car for long and listed it for sale in the October 1964 issue of *Road & Track*, where it was described as having 12,000 miles on its odometer and having never been raced. Later that year it was purchased by Robert L. Eaton, another Floridian.

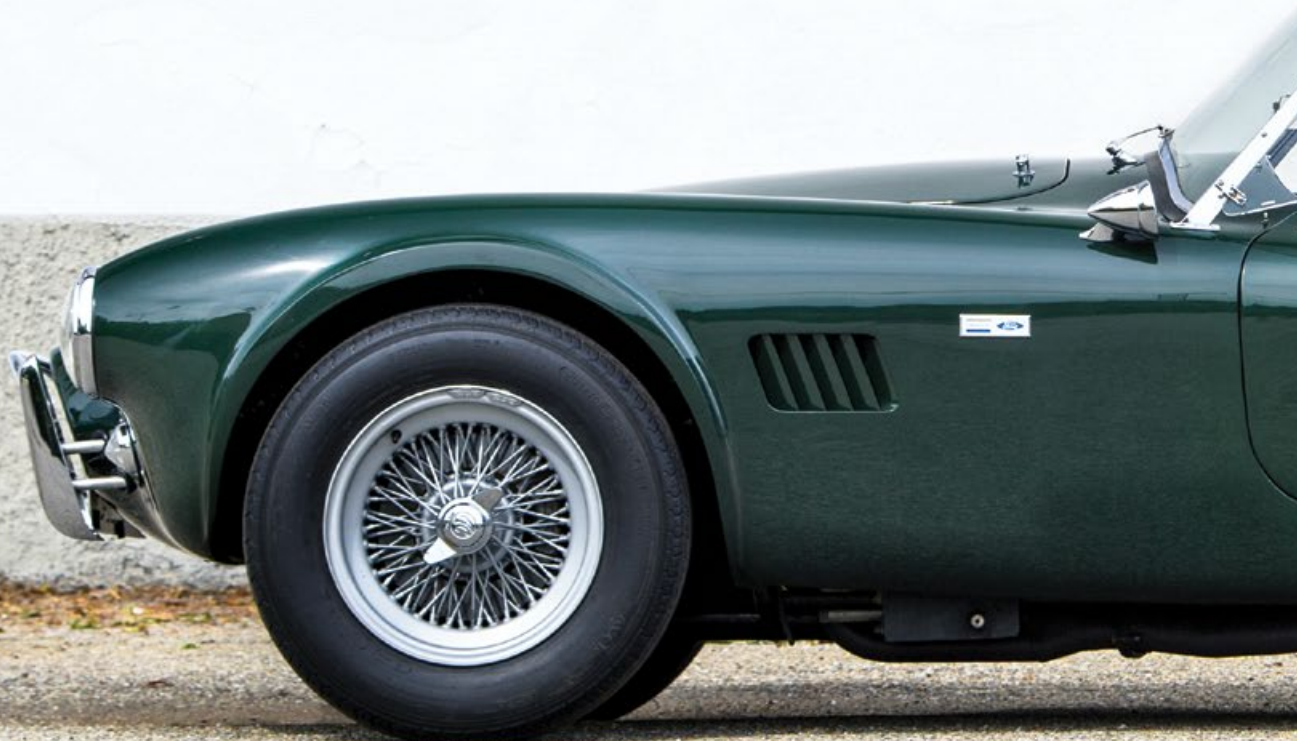


Eaton went on to keep the car for the next 15 years until a friend of his, Bill Turner, persuaded Eaton to sell the car in 1979, after years of asking. At that time, the car had 27,000 miles on the odometer. Turner decided to have the car cosmetically restored in 1987 by Gary Hunt and, shortly thereafter, it appeared in the October 1988 issue of *Super Ford* magazine. Chassis number CSX 2311 also appeared at SAAC-15 in 1990, held in Dearborn, Michigan, where it was awarded a trophy in the concours Cobra class.



Although Turner would continue to own the car for the following three decades, it only accumulated 1,000 miles during his ownership. In 2009 it was finally sold and purchased by Jerry Chandler of Rancho Santa Fe, California. After his passing in 2012, the car was sold by his widow to its current owner in August of that year. Remaining in Europe ever since, the car today resides in the Netherlands. It is still in its original colours and presents very well throughout.

Seldom offered for sale in Europe, 289 Cobras have always had a strong following in Europe for their combination of British styling and American muscle. This represents an excellent opportunity to purchase a very well-kept, low-mileage 289 Cobra with known ownership from new.





149

# 1992 PORSCHE 911 CARRERA RS

CHASSIS NO. WPOZZZ962NS491000

ENGINE NO. 62N80554

£170,000 – £190,000

Only 81,000 km from new


Extremely well documented

Spiritual successor to the famed 1973 911 Carrera RS 2.7

Resplendent in Maritime Blue over a Blue and Grey interior with black carpeting, this gorgeous 964 Carrera RS Lightweight has been driven some 81,000 km, yet has been so well maintained that it could pass for new.

Delivered new to Mr Hettrich Rainer of Liederbach on 21 January 1992, this German-specification example was subsequently sold to a telecom executive in Mainz in 1998, passed to Mr Hans Gerber of Rheinbach in 1999. Then, through Porsche brokers Hermanns and Schmitz, who sold it to the British enthusiast Adrian Rowlands in 2000, it was acquired in late 2015 by the consignor. At some point early in its life, the original engine was replaced with another series-correct unit.



Documents: UK V5  See page 6 for VAT status explanation.

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The Carrera RS was introduced in 1990 as a track-ready, lightweight version of the Carrera 2. Porsche Great Britain's sales literature called it 'a legend re-born', referring to its predecessor, the famed RS 2.7 that took the Porsche world by storm in 1973. As on the original 2.7 RS, there was great emphasis on weight reduction. Almost everything that did not contribute to outright performance was removed, trimming 250 kg and reducing curb weight to just over 1,233 kilos.

Added were manually adjustable Recaro sport seats, racing harnesses in lieu of airbags, a limited-slip differential, lighter single-mass flywheel, non-assisted steering, lowered ride height and stiffer suspension, larger disc brakes with ABS behind 17-inch

diameter magnesium alloy Cup wheels and thinner glass (except the windscreen). There was a lightweight rear bumper and an alloy bonnet.

This RS has been scrupulously maintained by specialists in both Germany and the UK, and it enjoyed a full service in 2015. The interior has been re-trimmed to factory standard, and this example has undergone a full engine rebuild in 2013 at 75,000 km with invoices totalling £13,000. A more recent service has been undertaken in the summer of 2017, for which invoices are available on file. This RS is supplied with extensive service records, as well as MOT certification from October 2000 through July of 2017. Included are the original spare, jack and tool roll.

Here is a rare and well-kept RS for the discerning Porsche collector.



# 150

## 1960 ROLLS-ROYCE SILVER CLOUD II DROPHEAD COUPÉ ADAPTATION

COACHWORK BY H.J. MULLINER

CHASSIS NO. SBT190 ENGINE NO. 95BS BODY NO. C6253

£170,000 - £200,000



**Offered from single-family ownership for over three decades**  
**One of 107 examples produced on the Silver Cloud II chassis**  
**Well maintained with original interior**  
**Recent full service by Frank Dale & Stepsons Hong Kong**

Among the most elegant post-war bodies created for Rolls-Royce was the Silver Cloud II Drophead Coupé by H.J. Mulliner, design number 7504. The car was known as an 'adaptation', and it was created using a factory-standard steel saloon body which was modified into a convertible by removing the steel top, fitting two doors in place of the usual four, and adding a modified chromed waistline moulding. So extensive were Mulliner's modifications that the resulting car was,

Documents: Hong Kong Vehicle Registration Document  See page 6 for VAT status explanation.

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in its every detail, essentially a fully custom body, and indeed, the cars were available with the same range of bespoke options available to any Rolls-Royce client—that is to say, anything the buyer desired.

This particular car, chassis number SBT190, was one of two Silver Cloud II Drophead Coupé adaptations purchased new by early cruise ship magnate, Max Wilson of Wilson Interests, Ltd., on Earl's Court Road in London.

Mr Wilson's specifications for the car, detailed in its accompanying build records, include power windows and top, as well as radio speakers in the rear seat armrests. It has remained in its current ownership

for three decades, being routinely serviced in that duration by known UK specialists in Rolls-Royce and Bentley. Seatbelts were installed in 2005, while in 2010 it received over £12,000 in major renovations of the coachwork and engine by English Automotive Services. It recently underwent a full cosmetic and mechanical service by the Hong Kong branch of the respected Frank Dale & Stepsons, at an additional cost of some £20,000. In almost 30 years of care, it has been driven only about 6,000 miles by its proud owner.

This is a lovely, well-maintained example of the most desirable Silver Cloud II iteration, offered with loving care from its long-term home, ready to be enjoyed for another 30 years of motoring.



# 151



## 1938 DELAHAYE 135 MS CABRIOLET CONVERSION

CHASSIS NO. 60221 ENGINE NO. 60221

£190,000 - £260,000

**Original Coach Mouette by Henri Chapron**

**Beautiful lines typical of this great coachbuilder**

**Cabriolet conversion performed by Bill Hinds**

**Extensively restored in the early 1990s**

**Equipped with its original matching-numbers engine**

In 1935, Delahaye launched its groundbreaking 3.5-litre 135 model. The initial design was a smart two-door style called the Coupe des Alpes. Although the car was marketed as having a Delahaye factory body, it was in reality designed and built by the famous coachbuilder Henri Chapron, with whom Delahaye had struck a deal to provide a number of styles aimed at a sporting clientele. The 135 met with instant success and transformed the somewhat dusty image of the marque into something chic and ritzy that appealed to the concours set. In 1936, the engine was bored up to 3.6 litres to become the 135 M, and in the 135 MS set-up with three carburettors, no less than 135 bhp were on tap.

Delahaye had given the contract to build the 'factory' 135 bodies to Chapron, because the company did not have an in-house coachbuilding facility, and for the same reason, the 135 chassis was immediately made available to the trade. What followed until the breakout of the Second World War was a virtually endless parade of the most beautiful bodies ever made by the cream of French coachbuilding. For years, the 135, 135 M and 135 MS



Documents: UK V5  See page 6 for VAT status explanation.

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reigned supreme at the concours d'elegance in Paris, Biarritz and Monaco with luxurious, racy and stunning coachwork by Figoni et Falaschi, Saoutchik, Labourdette and of course, Chapron, who also made extravagant one-offs alongside the models made in small series.

The Chapron-design mounted on chassis number 60221 was called the Coach Mouette, a pillarless two-door, four-passenger closed car. Little is known about the early history. In 1980, the car was purchased by Ken Johnson, a collector in Malibu, California, who brought it to Bill Hinds' restoration shop in Carmel, California. Mr Johnson desired a convertible and directed Bill Hinds to remove the fixed top and modify the body to accept a new convertible configuration, which the current owner considers far more attractive and desirable than the original design. The special Dragonfly hood ornament was an artistic

creation designed and built by Hinds at that time. During its restoration, 60221 was upgraded mechanically to the desirable MS configuration, and the car was subsequently displayed by Ken Johnson at Pebble Beach in 1983. In 1991, it was sold to the present owner who carried out an extensive mechanical rebuild of the engine, which included attention to the cylinder head and crankshaft. In 2007, the Cotal electric gearbox was rebuilt.

Coming out of long-term ownership, chassis 60221 still presents beautifully. The gracefully flowing lines of master coachbuilder Henri Chapron and the understated grey-maroon colour combination unite to create a quintessential statement of *le bon goût français*, French good taste, that will be welcomed at concours and motoring events alike. Delahaye 60221 will be a prominent addition to any collection of pre-war cars, and especially French cars.



152

# 1966 LAMBORGHINI 350 GT

COACHWORK BY TOURING

CHASSIS NO. 0355

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£470,000 – £510,000

One of only 120 350 GTs built, plus 23 'interim' cars

Confirmed matching numbers according to  
Lamborghini historian Olivier Nameche

Presented in original colours



Documents: Dutch Kentekenbewijs  See page 6 for VAT status explanation.

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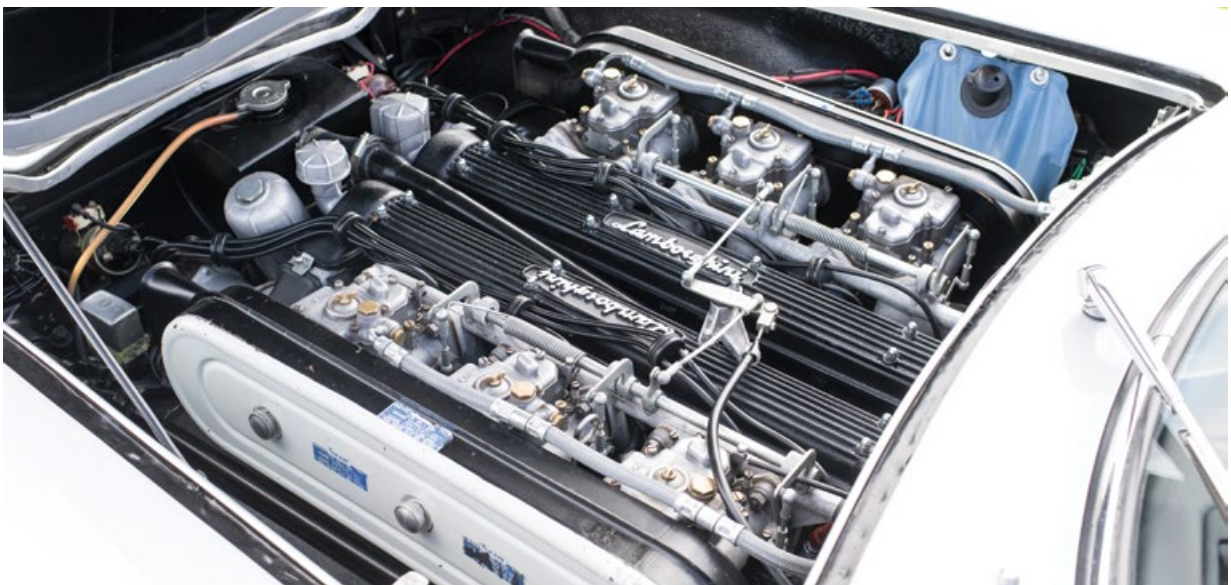
Lamborghini's first production car, the 350 GT was the brainchild of two of Italy's most illustrious auto designers. With an engine designed by Giotto Bizzarrini, fresh from Ferrari, and a chassis engineered by Gianpaolo Dallara, the 350 GT needed only Touring's superleggera bodywork to be worthy of the charging bull.

Offered here, chassis 0355 retains its original 3,464-cc V-12 engine. Although originally designed with dry sump lubrication and downdraft carburetors, it was clear to Lamborghini that this design was more suitable to a competition car. The solution was to detune the engine – this included replacing the oiling system with a wet sump oil pan, reducing the compression ratio, relocating the distributors and utilising conventional side draft 40 DCOE Webers. The result delivered 270 hp through a five-speed ZF gearbox, and it featured independent suspension and four-wheel power disc brakes to accomplish suitable high-speed cruising. The engines were dynamometer-tested for

24 hours before installation, first electronically, then under their own power. They were designed to withstand 40,000 miles of enthusiastic motoring, and the resulting engine proved refined and durable – the 350 GT offered here is mechanically sound and still driving as it did when it left the factory, just as Bizzarrini designed it.

According to Olivier Nameche's dating letter, chassis 0355 was completed on 3 May 1966 and brought into France by the importer, VPM. Sporting its original colour of Grigio Argento, the car has had relatively few owners and has been driven sparingly, and is in generally good condition, running and driving well.

The 350 GT was an immediate success as a grand touring machine; it was quiet at speed, beautifully finished and a capable performer, with a 0–60 time of 6.8 seconds. Offered here is a chance to own a beautiful example of Lamborghini's first production model – a true piece of motoring history.







# 1970 MERCEDES-BENZ 280 SE 3.5 COUPÉ

CHASSIS NO. 111.026.12.000388 ENGINE NO. 116.980.12.000178

£90,000 – £140,000

One of 11,309 examples produced between July 1970 and September 1972

Presented in original colour scheme of dark blue over tan upholstery

Recently restored and re-trimmed

Based upon the W108 chassis, which had appeared in 1965, the 280 SE model followed in 1967, with the 3.5-litre variant – powered by the new small-capacity 200-hp V-8 engine – appearing in 1970. Featuring a single overhead camshaft per bank and Bosch Jetronic fuel injection, the engine and its later 3.8-litre sibling would go on to become one of the mainstays of the Mercedes engine range for over 20 years, being renowned for its smooth power delivery with relatively light weight.

This particular car was first registered in Germany in February 1970 after having completed production that January and is presented in its original colour scheme of Dunkelblau (dark blue) over a tan interior. Although its original 3.5-litre engine has been

replaced with a later unit of the correct type at some point, it has been comprehensively restored and re-trimmed in recent years, and an accompanying report, compiled in 2009 by marque expert Dipl. Ing. Rolf Sprengler, details the exacting specification, which has been adhered to throughout this process. Recently, an RM Sotheby's specialist has had the pleasure of riding along in the 280 SE 3.5 and reported that it performed faultlessly and is every bit as luxurious as its modern counterparts. Its current owner has used the car regularly on trans-continental trips, testifying to its reliability and comfort.

Retaining exquisite period details such as original Becker 'Grand Prix' radio, electric sunroof and even the original Sekurit side windows, the car has covered a relatively modest (and documented) 133,000 km from new and represents a delightfully correct and usable example of this stylish German classic.



# 1972 ASTON MARTIN V8 COUPÉ

CHASSIS NO. V8/10534/RCA ENGINE NO. V/540/396

£100,000 – £125,000 OFFERED WITHOUT RESERVE

**Rare early Series 2 V8 model with the fuel-injected DBS-type engine**

**Only 288 examples made between April 1972 and July 1973**

**Factory right-hand drive; original numbers-matching engine**

**Quality restoration by marque specialists with numerous desirable upgrades**

This Aston Martin V8 is an extremely rare early Series 2 model, with the mechanically fuel-injected DBS engine, as supplied by the factory. Aston Martin records note that it was built in 1972, finished in Imperial Blue over Dark Blue, to right-hand-drive specifications for shipment to Hong Kong, and that it was powered then, as it is today, with engine number V/540/396.

The car was acquired by a previous owner from Tim Butcher of Trinity Engineering 15 years ago. At the time, Trinity Engineering embarked on a complete and thorough, two-year restoration

in silver, with both photographs and \$150,000 of receipts on file, making this, without a doubt, one of the finest early V8s available. As part of this work, all mechanical systems were redone, the automatic transmission received a modern shift kit, the suspension was gone through, a handling kit and telescopic shocks were installed, the air conditioning rebuilt to modern standards and numerous upgrades fitted. These upgrades included a Vantage front air dam, 'Oscar' driving lights, a PoW Nardi wood steering wheel, Oscar India-type burled walnut veneers, a leather headliner and an audio system uprated on-par with the modern Aston Martin Vanquish Linn type, for extraordinary sound.

The car today records 31,000 original miles, with 6,000 miles completed since its Trinity restoration, and is in beautiful order. It would be an outstanding example to drive and enjoy in a spirited fashion, as a gentleman's express is intended to be.

Documents: US Title  See page 6 for VAT status explanation.

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# 1935 HISPANO-SUIZA K6 CABRIOLET

COACHWORK BY BRANDONE

CHASSIS NO. 16035 ENGINE NO. 333054

£1,600,000 – £1,800,000

Formerly owned by Peter Mullin and Sam & Emily Mann

Best of Show Nominee, Best in Class and two-time Alec Ulmann Trophy winner, Pebble Beach Concours d'Elegance

Winner of the Grand Prix d'Honneur, 1936 L'Elegance Automobile on the Cote d'Azur

An exceptionally stunning six-cylinder Hispano-Suiza

When it at last came time to replace Hispano-Suiza's hallowed H6 model in 1935, the company created a new engine with a shorter 110-millimetre stroke and improved breathing, allowing for more horsepower from fewer cubic inches of displacement. It was mounted to an impressive chassis and equipped with an ingenious four-wheel braking system, which utilizes a driveshaft-mounted servomechanism to multiply the mechanical pressure

applied to the brake pedal. Semi-elliptical leaf springs supported both the front and rear axles, and in the engine, liberal use was made of lightweight alloys and high-strength steels, providing a stiff structure that was also lightweight enough to permit very high performance.

Contemporary reports record a K6 as being capable of cruising comfortably at 80 mph, a figure that most European automobiles of the era would have been pleased to claim as a top speed. More importantly, it achieved that speed with effortless smoothness, making the K6 a perfect grand tourer. While it had a hard act to follow, replacing the car of kings, queens and movie stars, it succeeded masterfully in continuing a family tradition of carrying the world's wealthiest, most stylish people across Europe at high speeds, within surroundings that were as luxurious, beautiful and exclusive as their homes.

Documents: UK V5  See page 6 for VAT status explanation.

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The K6 was an automobile that would have looked at home on the coastal routes of Cannes, and so it was that this particular chassis came there in 1935, to be dressed by a local boutique coachbuilder, Carrosserie Brandone. Remembered by his daughter as having 'a passion for stone, wood and leather', Etienne Brandone began his career in sculpture, later progressing to the saddle trade and finally to coachwork. Brandone's output of coachwork was small compared to the major panel beaters of Paris, but it was no less creative. His shop gained some measure of fame for its successes in local concours, particularly for the luxurious convertibles that the local climate encouraged.

This car was originally delivered to a Mr or Mrs Copley on 4 May 1935; later owners included a May from Lyons and, finally, in 1955, Madame Pierre, of 36 rue Montalant a Villeurbanne, Rhone. It then made its way to the United States, where the rear deck, top and windshield were redesigned, opening what had been a small package area behind the front seats into a full rear seat for two passengers. In this form, the Hispano was acquired by the Blackhawk Collection and then by noted French automobile collector Peter Mullin. Following a restoration, it became one of the best-known surviving examples of the K6, thanks to features in *Car Collector* magazine and in Dennis







The winner of the 1936 L'Elegance Automobile, posed at Cannes with Madame Lartique.  
Courtesy of the owner.



Adler's book, *Speed and Luxury*. It was displayed at the Pebble Beach Concours d'Elegance in 1986, 1991 and 1999, receiving two 2nd in Class awards and, in its final showing, the Alec Ulmann Award, representing the most exciting Hispano-Suiza present.

The car, however, was not without its share of mystery, having over the years lost its identity, with its coachwork variously attributed to Letourneur et Marchand, Saoutchik, Figoni and Kellner! Following renowned American collectors Sam and Emily Mann's acquisition of the K6 from the Mullin Collection, noted historian Andre Vaucourt was commissioned to fully research its history. Vaucourt was able to uncover original Brandone drawings of the rakish design that appear to be for this car, as well as a period photograph of the completed car in front of the Hispano-Suiza office in Bois Colombes.

An article in the May 1936 issue of *La Carrosserie* announced the car's receipt of the top honour, the Grand Prix d'Honneur, for the most beautiful French automobile at the L'Elegance Automobile on the Cote d'Azur, accompanied by a Madame Lartique. The car was described as having Brandone coachwork and being a 'stunning creation, with the receding beltline emphasizing the rush of chrome and the protruding edges of ribbed wings standing out in blue over cream.'

Feeling no less enthusiastic about his purchase, and now armed with period documentation and photography showing the Hispano in its original form and properly identified, Mr Mann elected to send the K6 to the renowned firm of Stone Barn Restorations, in Vienna, New Jersey, which has the restoration of numerous concours winners to its credit. Using the reference

materials that Vaucourt had uncovered, the car was once more restored, this time taking it back to its original form, exactly as it was designed in 1935.

Following the restoration, the Hispano-Suiza triumphantly returned to Pebble Beach once more, completing the Pebble Beach Motoring Tour and capturing not only the Alec Ulmann Trophy for a second time, but also winning its class and being nominated for Best of Show. No less outstanding mechanically than stylistically, in 2013 it participated in the Hispano-Suiza Rally in Arizona. In 2015 it received a full engine rebuild by RM Auto Restoration, including new rings, pistons and gaskets, and a full inspection of the heads and bearings, which were found to be in excellent condition.

The result is a car that is simply outstanding in every way, with exhaustive work undertaken to make it the best that it can possibly be. It is accompanied by copies of the documentation uncovered by Vaucourt, including the *Cote d'Azur* magazine feature, photographs of the car from the period immediately following its completion, as well as from the post-war era, and a brief history of Carrosserie Brandone.

Decades have passed since Etienne Brandone's hammers were quieted and the last K6 left Bois-Colombes. The excellence they created together endures, carrying with it a proud and now well-known heritage of concours successes spanning 80 years.





# 1997 PORSCHE 911 CARRERA RSR

CHASSIS NO. WPOZZZ99ZVS398062    ENGINE NO. 62P85702    GEARBOX NO. 2000501

£800,000 – £900,000

**Undamaged original tub; remarkably original throughout and fully matching numbers**

**U.S. endurance racing history; campaigned at both Sebring and Daytona**

**Extensively documented**

**The last air-cooled version of Porsche's normally aspirated 911 RSR**



It is quite unusual to come upon a factory-built Porsche racing car that has competed in a number of prestigious long-distance races, yet retains its entire original undamaged tub. One of only 30 993 RSRs constructed by the Porsche Motorsport department in 1997, this chassis was ordered new through Porsche Motorsports North America by Italian/American race driver Angelo Cilli. Completed on 12 December 1996, it was delivered directly to the well-respected Alex Job Racing team, based in Seattle, Washington, which prepared it for the 1997 Daytona 24-hour race.

The RSR 3.8 was developed by the Porsche Motorsport department specifically to support Porsche customer race team entries into International Endurance events like the American IMSA GT series and European GT series. Out of the box, the RSR was intended to compete in 24-hour endurance events like Daytona, Spa and Le Mans. Standard RSR equipment included full welded Matter roll cage, an alloy bonnet, a front strut brace, fully ball-jointed

suspension, two-way adjustable Bilstein suspension, special front spoiler and adjustable rear wing, fender flares, a single racing seat and harness, battery switch and a fire extinguishing system. This car was also fitted with the additional factory options of larger 380-mm endurance front brakes, driver-adjustable front rollbar and 100-litre safety fuel cell.

The M64/75 Type 3.8 RSR engine was an extensively reworked race-bred engine with stronger, lighter valve gear, rockers, high-lift cams and special pistons and barrels. To maximize performance, the inlet plenum and exhaust manifolds were also thoroughly revised and mated to six individual throttle bodies.

Power was delivered through a single-mass flywheel to a unique RSR six-speed Type G50/34 manual box.

The RSR's first event was the IMSA Daytona 24 Hours on 2 February 1997. Carrying number 26 and driven by Anthony Lazzaro, Eric Bretzel, Phil Conte and Cilli, the car finished the demanding round-the-clock enduro 14th overall and 5th in GTS-3. On 15 March, the team of Lazzaro, Cilli and Bretzel tackled the 12 Hours of Sebring and were classified 32nd overall and 17th in class. On 19 April, the car was 20th overall and 11th in class at Road Atlanta. For 1998, the Alex Job team again tackled the Daytona 24 Hours, with Cilli, Don Kitch, Byron Sanborn and Kim





The 993 RSR at the 1998 24 Hours of Daytona, where it placed 12th in class.

*Courtesy of Jim Burroughs.*

Wolfkill sharing driving duties, finishing 12th in GT3 and 34th overall. At Sebring on 22 March, the RSR was 19th overall and 7th in GT3, shared by Cilli, Charles Slater, Kitch, Dale White and Michel Petersen.

In 2006, this RSR was sold to Jeff Stone of Kelly Moss Racing in Madison, Wisconsin. Stone recalls that he installed original OEM urethane bumper covers, as the factory parts had been removed and the car fitted with lighter and stronger fiberglass components. The car was briefly owned by a local individual

that records show was a Mr Joseph Battista, and the car was driven a few times in Club events. Meanwhile, Stone had been advertising the car for sale, stating, 'Following its last race [it had been entered in three club races as well], this car was completely rebuilt - engine, suspension, transmission. Since that rebuild, it has been on track for only 6.5 hours for light testing and public relations activities [driving reporters around the track]'. Following the rebuild, said Stone, the car was properly stored for a year and a half, at which time the owner decided it was time to sell it to someone else.



The car was sold by Mr Battista in October 2006 to British Porsche collector Neil Primrose, who drove this impressive automobile at just one track day at the famous and intimidating Spa circuit. Primrose reportedly had the car on the track for no more than two hours. In January 2009, Primrose sold the RSR to the current owner and consignor, who states that he too drove the car about four hours, 'including one local Porsche Club race meeting at Silverstone in 2013 (30-minute qualifying, 30-minute

race) and demonstration days at Silverstone Classic (90 minutes total) and Algarve Classic in Portugal (90 minutes total).'

A number of 993 RSR 3.8s made their way to the United States for GT-category racing and proved their mettle. This very attractive, highly original and well-documented example, with its Daytona and Sebring competition history, would make a fine addition to any serious collection of high-performance automobiles.



At speed on the banking at Daytona in 1998.

*Courtesy of Jim Burroughs.*

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# 1964 BENTLEY S3 CONTINENTAL DROPHEAD COUPÉ

COACHWORK BY MULLINER PARK WARD  
CHASSIS NO. BC142XC ENGINE NO. 71CBC

£110,000 – £140,000

**One of just 75 drophead coupés produced**

**Originally delivered to brewing magnate Sir Keith Showering**

**Original numbers-matching engine**

**Documented with copies of its build records**

Bentley's high-performance S3 Continental model arrived in 1962, carrying a refined version of the new V-8 introduced on the previous series. As before, the Continental was available exclusively with finely hewn custom coachwork, usually two-door drophead or fixed head coupés by Rolls-Royce/Bentley's own Mulliner Park Ward shops in London. These bodies were designed by Vilhelm Koren with a modern continuous front-to-rear fender line, peaked taillights and the iconic angled quad headlamps.

One of just 75 drophead coupés produced, the example offered here was originally delivered to Keith Showering, later Sir Keith, heir to the large West Country family brewery known for its Babycham perry and Gaymers cider. Interestingly, the build records for the

car, copies of which are on file, note that it was originally finished in Cadillac Green with a green interior and top, what must have been a striking combination. Specially requested equipment included front shoulder belts, a storage compartment in the rear centre armrest and Sundym glass.

The car had been restored before its acquisition in the United Kingdom in 1994 by Dr Soichiro Yoshida, Honorary Consul for Denmark, Finland, Iceland, Norway and Sweden; owner of a multi-faceted business empire; and member of the committee for the Nagano Winter Olympics of 1998, as well as a noted car collector. It is believed that during Dr Yoshida's ownership the car was maintained by a Rolls-Royce factory-trained mechanic. In 2004, the Bentley was acquired by its current owner, another noted Japanese businessman and enthusiast, and sponsor of GT racing, in whose ownership it has been properly garaged in a climate-controlled facility.

A lovely S3 Continental drophead coupé with its original engine, this is the ideal 'bookend' to an R-Type Continental in the true Bentley enthusiast's collection.

Documents: Japanese Export Certificate  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



# 2014 LAND ROVER DEFENDER SVX "SPECTRE"

CHASSIS NO. SALLDH5P8FA462391

**£100,000 - £150,000** OFFERED WITHOUT RESERVE

**Arguably the ultimate Land Rover Defender; crafted by the best in the business**

**One of just 10 originals and only eight in private ownership**

**Used in the 24th James Bond film, *Spectre***

**234 km from new**

This car represents the ultimate version of the iconic Land Rover Defender. When shooting the 24th James Bond film, *Spectre*, Sony Pictures needed a menacing vehicle to be used by members of the Spectre criminal organisation in the Austrian Alps. They turned to Jaguar Land Rover's Special Vehicle Operations to supply a total of 10 cars. But a standard Defender simply would not do. These 10 cars were sent to famed Land Rover tuning and racing specialists Bowler, with the task of transforming them from regular Santorini Black crew-cab 110s to something worthy of a Bond villain. The SVX Concept, or Spectre Defender, is the end result.

Perhaps the most obvious part of the transformation is the use of huge 37-inch tyres, which are bolted directly onto the wheel rim

and are said to greatly improve the ride over a standard Defender. Suspension upgrades include rose joints and Bilstein rally dampers, built to Bowler race specification, while a full roll cage runs both externally and internally. Hidden away are significant engine improvements, with power up from around 120 bhp to 185 bhp and 500 Nm of torque. Recaro seats with 4-point harnesses complete the interior transformation, as does a hydraulic handbrake, which had been disconnected prior to private sale.

Bought by the consignor direct from Bowler, this Spectre Defender is presented in perfect condition, having been used only in drive-by scenes. It is fully road legal in the UK and has been driven just 234 kilometres from new. It will be sold with its accompanying V5 document and a range of papers documenting filming schedules and the high-end parts used in its construction.

Given the way in which some of these cars were used during filming, it is unsurprising that not all survived intact. However, this particular Spectre Defender was used for drive-by filming only, sustaining no damage during filming, and represents a once-in-a-lifetime opportunity.

Documents: UK V5  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



# 1986 GEMBALLA AVALANCHE

CHASSIS NO. WPOZZZ93ZGS000145 ENGINE NO. RUF-930-5-2-087

£145,000 – £180,000

**An extraordinary example of '80s tuning at its finest;  
a collaboration between Gemballa and RUF**

**Highly original with less than 13,800 miles from new**

**Believed to be one of 15 produced**

Despite the Porsche 930 Turbo being one of the fastest and most highly regarded sports cars of the 1980s, a market for specialist tuners emerged during this time with RUF and Gemballa coming to the fore. Gemballa was founded in 1981 by Uwe Gemballa, an engineer who started out creating bespoke interiors before developing a strong interest in aerodynamics and associated aftermarket products. Not before too long, Gemballa turned its attention to producing whole cars based on Porsche 930s and quickly gained a reputation for outrageous designs and performance.

The Avalanche, along with the convertible Cyrrus, debuted in 1985. With a price of 390,000 DM (nearly \$700,000 in 1989),

it was clearly aimed at the flaunting wealth of less conventional members of society, the most famous owner of an Avalanche being the rapper Vanilla Ice. Each Avalanche was extensively modified by Gemballa with virtually unique body panels all-round and bespoke interiors filled with the latest technology for the time. Mechanical modifications were handled by RUF with cars being finished to customer requirements.

Believed to be one of 15 examples produced, this 1989 Avalanche was one of the last built. With RUF's involvement with the project, it is known that this Avalanche received a RUF engine with at least 375 bhp. The interior was tastefully finished in black leather to offset the metallic white of the exterior. Today, this U.S.-delivery example is presented in original and excellent condition with less than 13,800 miles since new. With the Avalanche name recently revived by Gemballa, this represents an exceedingly rare opportunity to own a significant legend of the 1980s.



# 1963 MERCEDES-BENZ 300 SE COUPÉ

CHASSIS NO. 112.021.12.004862

**£10,000 - £15,000** OFFERED WITHOUT RESERVE

**Desirable and iconic Paul Bracq Mercedes-Benz styling**

**Highly original**

**An ideal restoration project**

Introduced in 1962, the new 300 SE exhibited the new M189 engine, capable of producing 185 hp, which offered a welcome boost in power and performance to the earlier 2.2-litre engines. Graced with Paul Bracq's iconic styling, the 300 SE coupé came in three different body styles: a long-wheelbase limousine, cabriolet or coupé. While the cabriolets have always retained strong demand in the market, the coupés are quickly gaining appreciation and attention within the collector car market.

As per the paint tag in the firewall, this 300 SE coupé was originally finished in White Grey, the colour that it sports today, which contrasts well to a black leather interior. The car has remained in long-term storage for many years with its current collector and would make for the ideal basis for a restoration back to its former glory. Both its paint and interior are believed to be original.



An ideal choice for the Mercedes-Benz aficionado, the 300 SE coupé combines timeless styling and practicality for an automobile that can be proudly displayed in Mercedes-Benz Club events or driven on a regular basis.

Appearing to be highly original and recently unearthed from long-term storage, this 300 SE would be an exciting restoration project that, when completed, would offer limitless opportunities.



# 1966 SHELBY GT350

CHASSIS NO. SFM 6S906

£110,000 – £150,000

**Raced in California SCCA events when new**

**One of only 17 known 1966 GT350s raced in period**

**A racing car all its life; ready to take to the track**

The 906th GT350 built for the 1966 model year, this GT350 was shipped to Hayward Motors of Hayward, California, in February of 1966 prior to being purchased by Arthur Flores of Oakland in May of that same year. Hayward Motors were prominent campaigners of GT350Rs, so it is of no surprise that Flores took the car to the track and started competing in SCCA events in California, racing the car from 1966 to 1975 at Riverside and Laguna Seca, amongst other circuits. In 1979, Flores sold the GT350 to Ron Hunter of Denver, Colorado, keeping it in storage until it was purchased by Ted Lebsack, also of Denver, in 1983.

Lebsack had the GT350 restored with the intention of continuing its racing career, and fitted the car with a Super T-10 transmission, a full roll cage and fuel cell. With him, the car ran at a variety of East Coast race tracks, including Road Atlanta, Palm Beach,

Sebring and Watkins Glen. In 1985 this GT350 was purchased by well-known collector James K. Dobbs III of Memphis, Tennessee, and raced at Road Atlanta in 1985 and 1986 under his ownership. Purchased by David J. Doll of Indianapolis, Indiana, in 1991, it was run with him at SAAC-19 in July of 1994 in Indianapolis. The car passed to Arnold Mantilia Jr. of Madison, Connecticut, in 1995 and at that time had been painted white.

In 1996, it was fully restored by Chris Liebenberg and Bob Kenwothy, was painted red with white stripes and converted to GT350R-model specifications. Thereafter, the car was imported to the UK, where it was purchased by its current owner in 2005 and had remained with him in storage since. Documentation on file includes an SCCA Vehicle Logbook, a Historic Race Car Certification with the SVRA and letters from previous owners and historians chronicling its history.

Taken straight from the dealership to the race track, 6S906 has remained a racing car first and foremost throughout its life; this car begs to be returned to the track, where it has been enjoyed consistently for over 50 years.

Documents: UK V5  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



# 1953 NASH-HEALEY ROADSTER

COACHWORK BY PININ FARINA

CHASSIS NO. 2416 ENGINE NO. NHA 1445

£100,000 – £130,000 OFFERED WITHOUT RESERVE

**One of just 150 Nash-Healey Roadsters built with Pinin Farina coachwork  
Recently underwent a full mechanical workup,  
including top-end engine rebuild**

During a chance meeting, Donald Healey and Nash-Kelvinator Chief George Mason discussed the prospect of collaborating on a sports car. The duo came to an agreement, and batches of Nash Ambassador six-cylinder engines and three-speed gearboxes were shipped to Warwickshire, England. Mason never cared for the original slab styling of the car, and as he had already contracted Italy's Battista 'Pinin' Farina to style the senior Nashes for 1952, he asked Farina to update the Nash-Healey as well. Steel bodywork replaced aluminium, and the price jumped to \$5,858, with a total of just 150 produced.

Offered here is one such rare model, in excellent condition. Though the original owner is not known, by 1976 chassis 2416 was in the care of Warren Dixon III, in Michigan, USA. Passing

through another owner in New York before ending up with an enthusiast in Utah, chassis 2416 was in good mechanical condition but needed a cosmetic refresh. The owner, Mr Williams, had the faded silver paint re-sprayed to red, and commissioned an interior restoration. Sold to the current owner in 2013, the vehicle left the United States for Switzerland – export documents accompany the vehicle.

Upon coming into current ownership, the Nash-Healey underwent a complete top-engine rebuild, including new cylinder head and intake. The engine was disassembled and cleaned, in a nearly 200-hour-long process that saw rusty and broken parts replaced. Finally, a full electrical and mechanical check-over was completed to ensure that the vehicle is in perfect working order.

Called 'America's first post-war sports car', this Nash-Healey offers an exciting opportunity to own a car that is not only rarer than a Gullwing, but also eligible for a multitude of concours and touring events.

Documents: Form 13.20 A  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.

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# 1968 FERRARI 330 GTC

COACHWORK BY PININFARINA

CHASSIS NO. 11089    ENGINE NO. 11089    GEARBOX NO. 843 I/R

£475,000 - £525,000


Retains its original engine and gearbox

Ferrari Classiche certified

Presented in original colour scheme of Grigio  
Argento over Nero leather interior


In receipt of a comprehensive full mechanical  
and bodywork restoration in 2011



Documents: UK V5  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



A silver Ferrari 330 GTC is shown from a side-rear perspective, parked on a gravel driveway. The car's sleek, aerodynamic design is highlighted, featuring a prominent rear air intake and a distinctive rear spoiler. In the background, a calm lake reflects the surrounding greenery and a cluster of houses with red roofs. A wooden trellis structure with climbing plants is visible on the right side of the frame.

The mid- to late-1960s arguably represented the zenith of Ferrari road car design, with the performance and poise of sporting models such as the 275 GTS and 275 GTB contrasting with the comfort and practicality of long-distance tourers such as the 330 GT 2+2 and 500 Superfast. The 330 GTC represented a compromise between the two extremes, philosophically sitting somewhere between the 275 GTB and 330 GT 2+2, whilst aesthetically taking styling cues from both the 275 GTS and the Superfast.

Chassis number 11089 was completed at Maranello in March 1968, finished in Grigio Argento (1443030 A.It.) over a Pelle Nera Franzi (NR2) leather interior, and was dispatched to the Milanese Ferrari agent M. Gastone Crepaldi S.a.s. shortly thereafter. While its first owner is not known, by the early 1970s, the car was in the custody of Swissair pilot Rolf Schneeberger of Dietlikon, Switzerland.

In 1977, the car was sold to Nabil Kassatly, an American living in Switzerland. Kassatly would continue to own 11089 for the next 29 years, and indeed transported the car with him when he moved back to the East Coast of the United States in 1978, and once again when he moved to Scotland in 1987. In 2006, Kassatly finally decided to part with the car and it was sold—with a newly rebuilt engine—via respected Ferrari authority Axel Urban to Dr Andreas Kunicki of Neuss, Germany, in 2007.

Four years into Dr Kunicki's ownership, the car was comprehensively restored with great care being taken to preserve the car's wonderful patina—in particular that of the interior. Extensive bodywork, mechanical and electrical repairs were carried out, the details of which are fully documented on file and are supported by the appropriate invoices and photographs.

In 2014, chassis number 11089 was sold to England, prior to acquisition by the vendor in December 2015. Since then, in excess of £20,000 has been spent with marque specialists Thornley Kelham. Recent work carried out included a comprehensive suspension overhaul, refurbishment of the braking and clutch systems, renewal of fuel lines, extensive electrical repairs and troubleshooting, including fitment of new Carello headlights and associated wiring, and renewal of carpets throughout the car. Again, all work performed is fully documented, with copies of all invoices held on file.



One of only 600 GTCs constructed between 1966 and 1968, 11089 represents a wonderfully preserved example of this eminently usable and elegant grand tourer. Supported by Ferrari Classiche certification, original factory build sheet and historical dossier by marque expert Marcel Massini—and having benefited from single ownership for almost 30 years of its life—it is unlikely that a more correct GTC is currently available.





# 1955 AUSTIN-HEALEY 100-4 LE MANS-CONVERSION

CHASSIS NO. BN1-L/225762 ENGINE NO. 1B/225762

£65,000 - £90,000 OFFERED WITHOUT RESERVE

**Fitted with Le Mans kit; registered with the Le Mans Registry during residence in the Matthews Collection**

**Accompanied by British Motor Industry Heritage Trust Certificate**

The Austin-Healey 100 BN1 is as classic a British sports car as they come. Launched at the 1952 Earl's Court Motor Show, the original 100-4 was equipped with the Austin A90 2,660-cc engine and three-speed gearbox.

By the time the BN2 series of 100Ms were being produced, the model was becoming well known for its ability at circuit rallying and racing. Hence the production of the Le Mans specification, which increased power output to a maximum 110 bhp. Also offered was a post-production Le Mans kit, which is seen on the car offered here. The kits included bigger carburetors and modified the distributor, valves and added a front anti-roll bar.

Originally delivered in LHD North American specification, this 100M was found in the Matthews Collection in Denver. It was

registered with the Le Mans registry, which means chassis 225762 had a minimum specification of 1.75-inch H6 S.U. carburetors, was fitted with special inlet manifolds, cold air box and air tubes, a factory style louvered hood and a Le Mans regulation strap. Found by the previous owner in the Matthews Collection on an outing with a friend, he fell in love and bought the 100-4 immediately.

After touring the car around the Rocky Mountains and enjoying it for several years, the owner was ready to pass the 100-4 on. It was sold to the current owner in 2007. The past decade has seen the Austin-Healey be lovingly maintained under the watchful eye of a well-known collector. Invoices detailing the most recent maintenance and service accompany the vehicle.

Known for extreme reliability and fitted with the desirable Le Mans specifications, this beautiful two-tone Austin-Healey 100-4 is sure to draw eyes wherever it next ends up.

Documents: Form 13.20 A  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



# 1986 GEMBALLA CYRRUS

CHASSIS NO. WPOZZZ91ZGS151888 ENGINE NO. 91573-74G

£125,000 - £160,000

**An extraordinary example of '80s tuning at its finest**

**Very original with known history and less than 19,400 miles from new**

**Thought to be one of 10 produced**

With the 1980s being the era where discretely displaying wealth was forgotten, the demand for ever more expensive and unique cars increased rapidly. The highly successful Porsche 930 was a mainstay of the sports car market, but it was hardly surprising that such a 'straight-laced' sports car would become the attention of tuners. Gemballa was founded in 1981 by Uwe Gemballa, an engineer who started out creating bespoke interiors before developing a strong interest in aerodynamics and associated aftermarket products. Not before too long, Gemballa turned its attention to producing whole cars based on Porsche 930s and quickly gained a reputation for outrageous designs and performance.

The convertible Cyrrus, along with its Turbo-based sister, the Avalanche, debuted in 1985, and it was clearly aimed at very wealthy clients who wanted to be noticed. Each Cyrrus was extensively modified by Gemballa with virtually unique body panels all-round and bespoke interiors filled with the latest technology for the time.

Believed to be one of 10 examples produced, this 1987 Cyrrus was based on a 930 Cabriolet with a naturally aspirated engine. Much like previous Gemballa creations, this Cyrrus received a bespoke interior with an 8-cassette changer along the bottom for the dashboard and driver control buttons mounted on the steering wheel. This Cyrrus was also fitted with BBS split-wheels and the signature Gemballa triple exhausts. With an extensive file with known history from new, this example is presented in extremely good and original condition with less than 19,400 miles from new. An extremely rare opportunity to own one of the most extraordinary cars of the 1980s, this highly original Gemballa is not to be missed.



# 1980 RENAULT 5 TURBO

CHASSIS NO. VF1822004D0000020 ENGINE NO. C7573124

£120,000 - £140,000 OFFERED WITHOUT RESERVE

**Presented in the famous 'Tour de Corse' livery**

**One of Renault's most iconic automobiles**

Renault was a serious frontrunner in motorsport throughout the 1980s due to one serious obsession: turbocharging. Unfortunately for serious buyers, turbocharged production cars on the public market at the time were either prohibitively expensive or embarrassingly underperforming. That is, until Renault's Vice President of Production, Jean Terramorsi, asked Marc Deschamps to design a new sports version of the Renault 5 Alpine, the only requirement being that it housed Renault's first production turbocharged engine. What may have sounded like a pipedream at the time turned into one of the most iconic cars of the decade.

The low chassis number of D0000020 suggests that this car is one of the earliest to be produced, all 400 of which were homologated by 1 September 1980. This chassis number also

suggests that this Renault 5 Turbo could be the one that was driven by Works driver Bruno Saby for the 1981 Monte Carlo Rally – the same year that he became a French Rally Champion driving another R5 Turbo. Saby would go on to win two World Rally Championships during his career. After the Monte-Carlo Rally, Saby's car was involved in an accident which necessitated the vehicle undergo mechanical repairs.

In its current configuration, D0000020 retains several Group 4 characteristics. The front suspension remains in Group 4 specification, and the lower front wishbone without torsion bars is also correct. Additionally, the dial panel on the dashboard is original to the era. Currently prepared in the famous yellow Tour de Corse livery, this Turbo has been campaigned in a multitude of hill climbs and rallies, with great success.

Offered here is a chance to own a piece of that macho spirit of the 1980s, when the creation of a mid-engined, turbocharged Renault was not merely possible, but hugely successful.

Documents: Greek Vehicle Registration  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.



Courtesy of Chris Dicken.

# 1979 FORD CAPRI GROUP 1

CHASSIS NO. CC13

£90,000 – £120,000

**One of 17 cars constructed in period by Group 1 Capri specialists CC Racing Developments**

**Finished 5th overall and set fastest lap at the 1979 Spa 24 Hours**

**Winner of the 4 Hours of Nivelles in 1979**

**Recent competitor at the 75th Goodwood Members' Meeting, driven by Touring Car legend Roberto Ravaglia**

**Fully race prepared and benefitting from recent engine rebuild and gearbox overhaul**

**Owned and Raced by Gordon Spice**

Formed by Peter Clark and Dave Cook in 1976, CC Racing Developments soon emerged as the leading constructor of Group 1 Ford Capris. The 13th of 17 chassis built, CC13 was delivered to Gordon Spice Racing for the eponymous team owner to share with Alain Semoulin in the 1979 Spa 24 Hours. Courtesy of sponsorship from Belga cigarettes, the team also ran two other cars: one for brothers Jean-Michel and Phillippe Martin, the other for Chris Craft and Jeff Allam.

Having qualified 7th – within a second of Stuck's pole-sitting BMW – CC13 was in 3rd place when, shortly after dawn, Semoulin – in Spice's words – 'got involved in someone else's accident'. Although there was extensive near side panel damage and a ruptured fuel tank, the car was duly repaired and Spice resumed the race, setting fastest lap en route to a valiant 5th

place overall. With the Martin brothers taking victory, and Craft/Allam 3rd, the coveted Coupe de Roi team's cup was also secured.

Later that year, CC13 won the Quatre Heures de Millenaire at Nivelles, near Brussels, again driven by Spice and Semoulin. On this occasion, the Martin brothers finished 2nd, thereby ensuring a memorable Spice 1-2 and a Capri 1-2-3-4. Spice entered a four-car team at Spa in 1980 – with the Martin brothers repeating their 1979 win – and 1981, and it is likely, although unconfirmed, that CC13 featured in these squads and other rounds of the Belgian Saloon Car Championship.

CC13 subsequently passed to Northern Sports and Saloons Championship racer Peter Birds, before being sold to renowned race engine builder Ric Wood, who kept the car for some 20 years. Acquired by the vendor in 2016, who immediately commissioned a 'no-expense-spared' restoration (including a £10,000 engine rebuild by Ric Wood), it was raced by Roberto Ravaglia at this year's Goodwood Members' Meeting. Furthermore, it is worthwhile mentioning that Gordon Spice has signed the car, and it is offered with a trophy from its win at Nivelles.

Recently race prepared by Capri specialist David Margalies, this historic and highly competitive Group 1 contender is ready to be enjoyed immediately in any number of the 1970s and 1980s Touring Car events that are increasingly proving so popular.



# 1966 FERRARI 330 GT 2+2 SERIES II

COACHWORK BY PININFARINA

CHASSIS NO. 8319 ENGINE NO. 8319

£170,000 - £190,000

Presented in attractive Blue over Rosso

A desirable second-series 330 GT 2+2

A desirable second-series 330 GT 2+2, chassis number 8319 was originally built as a European-specification example with power windows and a five-speed manual transmission, finished in Bianco (20414 A) and Rosso (VM 3171). These second-series 330 GT 2+2s were introduced halfway through the 1965 model year in an effort to attract more buyers, and introduced a number of updates. These included fitting the car with different side louvers, giving the car a similar style to the 275 GTS, as well as improved engine ventilation. The most noticeable change, of course, was the restyled front end, which replaced the four-headlight nose with a more attractive two-headlight design. Additionally, 10-hole alloy wheels were fitted as standard to Series II cars. A number of



smaller changes were made to the car's exterior as well, including a redesigned transmission tunnel that was connected to the



central dashboard, necessitating further changes to the location of the dashboard switchgear.

After being completed in March of 1966, the car was dispatched to Rugico S.A., the official Ferrari distributor in Spain with locations in Barcelona and Madrid. Subsequently, the car was sold to its first owner in Spain that same year. While the car's early history in Spain is not known, it was purchased by Fulvio Sperone in Moncalieri, Italy, in July of 1985. It is believed that the car remained with him for the following 15 years, as its ownership trail picks up again in early 2001, when ownership was transferred to Mrs Angela Rubeo, also of Moncalieri.

By this time, the car had been refinished in dark blue. It was sold in November 2002 to another female owner, Maria Sterpeta Francavilla of Torino. The following year, it is noted that the car was involved in an accident and the damage to the passenger-side front of the car was repaired shortly thereafter in Italy. More recently, the interior has been fully reupholstered and the car presents quite well in its attractive colour scheme of Blue over Rosso leather.

Now residing with an owner in Monaco, the car would certainly attract lots of attention thanks to its stately and unique appearance.





# 1999 NISSAN SKYLINE GT-R V-SPEC

CHASSIS NO. BNR34-001416

£40,000 – £60,000 OFFERED WITHOUT RESERVE

**Two owners from new**

**Delivered new in Japan, where it has remained since new**

**Iconic Japanese road racer in sought-after V-Spec configuration**

**Rare, early and highly desirable 1,000 series example**

While many of the PlayStation generation may have first experienced the drama of the R34 GT-R V-Spec via *Gran Turismo*, it was an appearance in *The Fast and the Furious* franchise that led to an explosion in global popularity for the R34 GT-R. Indeed, Paul Walker drove an R34 GT-R in *2 Fast 2 Furious*, enhancing its almost mythical status.

But it was in the 'real' world where the R34 GT-R V-Spec would cement its reputation. Described by *Evo* magazine as 'A warrior-class performer' in its 2007 road test, where a standard R34 GT-R was pitted against the likes of a McLaren F1, Pagani Zonda, Ferrari F40 and Bugatti Veyron, the GT-R's reputation as a class act remained intact.

The V-Spec (Victory Specification) was offered with a number of upgrades over the standard R34 and came equipped with

arguably one of the most technically sophisticated four-wheel-drive/steer chassis in the world: the ATTESA E-TS Pro system. The V-Spec also benefited from an active limited-slip differential at the rear. Along with its mechanical upgrades, the V-Spec also had firmer suspension and lower ground clearance, as well as a rear carbon fibre air diffuser.

The Nissan Skyline GT-R V-Spec offered here was first registered in Japan in February 1999 and is one of a limited number of 1,000 series cars-as noted in the chassis number. It has remained in Japan from new and has been with its present Japanese consignor, who purchased the car from its original owner two years ago. It has accrued 146,000 km on its odometer, but its consignor reports that it is in good condition both inside and out and has never been used in any races or involved in an accident.

These early versions of the iconic R34-generation Nissan Skyline GT-R series are coveted by collectors because they are increasingly difficult to find, particularly in standard, unmolested form. This V-Spec example remains largely original throughout and would be a prime example to drive and enjoy.

Documents: Japanese Export Certificate  See page 6 for VAT status explanation.



# 1900 MARLBORO STEAM STANHOPE

CHASSIS NO. 1388

£35,000 – £45,000 OFFERED WITHOUT RESERVE

**Rare Marlboro steam car**

**AACA National First Prize, 1975**

**Well-preserved older restoration**

Orrin P. Walker was president of the Marlboro Automobile and Carriage Company, a carriage builder with a quarter-century of experience, in the Massachusetts town of that name. The Marlboro car had a water tube boiler, automatic pressure regulator and single chain drive. It would do 30 mph on 'fair roads' and 25 on 'poor roads' and could climb a 25 percent grade. By January 1901, Walker had built 30 steam cars and sold them all. He increased production but the following summer had to announce that he had a 'stock of cars' on hand. He then halted production, to his stockholders' chagrin. Marlboro steam cars were few and far between in their day.

This early steam car was restored in the 1970s and received an Antique Automobile Club of America National First Prize in 1975. Fitted with all-white rubber tyres on wire spoke bicycle-style wheels, it seats two up high and proudly in its Stanhope coachwork. It is equipped with a roll-down front screen for steaming in bad weather. Steam is one of the fastest growing collecting categories, and few can offer the quality and rarity of this Marlboro.

Documents: Bill of Sale  See page 6 for VAT status explanation.

Visit [www.rmsothebys.com](http://www.rmsothebys.com) to view all photos.

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# 1973 JAGUAR E-TYPE SERIES 3 V-12 ROADSTER

CHASSIS NO. UDIS22126 ENGINE NO. 7S 10842 LB

£10,000 - £15,000 OFFERED WITHOUT RESERVE

## U.S.-delivery example

Recently removed from long-term storage

An ideal restoration project

Introduced in 1971, the Jaguar E-Type's most notable feature was its brand new twelve-cylinder engine. Greatly increasing the available power and torque over earlier straight-six E-Types, the V-12 of the Series III more than compensated for power decreases due to stricter emissions control in the Series II E-Types. Exterior changes consisted of flared wheel arches to fit the new suspension and wider track, along with a cross-slatted front grille. Jaguar only produced the Series III E-Type in two styles, the 2+2 coupé and the roadster, dropping the two-seater coupé. In addition, the roadster adopted the longer wheelbase of the 2+2, making for slightly more interior room.

A U.S.-delivery example built for the 1973 model year, this E-Type is currently finished in silver with a black leather interior and is fitted with a manual transmission and matching black hardtop. Although the car's history is not known prior to when it was acquired by its current owner, at one point in its past, the car received a front sub-frame and clamshell replacement, and the front clamshell remains unpainted.

Adored by enthusiasts as one of the best driving E-Types ever built, the twelve-cylinder Series III cars are ideal grand tourers for someone looking for quintessential British design combined with plenty of power and torque. Recently removed from long-term storage in a private collection, it would be an ideal project for the willing enthusiast.

Documents: Bill of Sale  See page 6 for VAT status explanation.

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- 20% + VAT for all other lots (including, but not limited to, boats, motorcycles, and memorabilia)

This sale will be conducted in British Pounds Sterling, and as such, all bids must be submitted in British Pounds Sterling. Estimates given in this catalogue in any other currency have been calculated using an exchange rate determined by RM at the time of printing and are provided purely for the convenience of our international bidders.

## POST-SALE SETTLEMENT

In the event of a successful bid, our Administration department will e-mail you a copy of your Bill of Sale and wire transfer instructions following the sale. We ask that all payments be received by wire transfer in full on or before 17.00 on the first business day following the auction. International clients are advised that wire transfers may take multiple days for funds to transfer, and as such, we ask for banking institutions to confirm the transfer directly with our Administration department once initiated.

## ADDITIONAL FEES AND TAXES

In addition to your final bid price, you are responsible to pay 15% + VAT up to the first £200,000 of the hammer price, 12.5% + VAT above £200,000 of the hammer price, and/or 20% + VAT for all other lots (including, but not limited to, boats, motorcycles, and memorabilia). VAT charged on the buyer's premium can be refunded for any lots exported from the European Union within 90 days of the auction by providing a copy of the Bill of Lading and showing proof of export to our Administration department at the contact details provided below. International clients are also advised to inform themselves of potential import duties that would be due upon import of the lot to its final destination.

## IMPORT TO THE U.S.A.

Please be aware that certain vehicles, including those less than 25 years old, may not be eligible for import into the United States. Interested parties are advised to consult with a licensed U.S. customs broker to make their own determinations prior to bidding on any lot in the sale. In any event, RM and its affiliates make no representations whatsoever regarding the importation requirements for any lot into any country, regardless of age.

## IMPORT TO CANADA

Please be aware that most vehicles less than 15 years old cannot be imported to Canada. Import rules are subject to change, and interested parties are advised to make their own determinations prior to bidding on any lot in the sale. In any event, RM and its affiliates make no representations whatsoever regarding the importation requirements for any lot into any country, regardless of age.

## LOTS UNDER TEMPORARY IMPORT

Following the sale, those lots under temporary import will remain under the control of RM until payment of local tax or re-exportation outside of the European Union.

## ADMINISTRATION CONTACT INFORMATION



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

<b>ESTIMATE</b>	<b>MINIMUM INCREMENT</b>
£50,000	£2,500
£100,000	£2,500
£250,000	£5,000
£500,000	£10,000

### **TRANSPORTATION, SHIPPING, AND STORAGE**

We strongly advise buyers to make immediate arrangements for the collection and transport of a purchased lot(s). It is the buyer's responsibility to make his or her own arrangements, but RM is pleased to offer our clients the services of the following companies:

#### **TRANSPORT AND INTERNATIONAL SHIPPING**

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m: +44 (0) 79 0864 5852

james@carseurope.net

##### **Hayley Painter**

t: +44 (0) 12 8485 0950

hayley@carseurope.net

##### **Cosdel UK Ltd.**

Peter Matcham

t: +44 (0) 13 0480 3000

peter@cosdel.com

### **REMOVAL OF PURCHASED LOTS**

Following the auction, all lots will be removed from the site and taken to a secure storage facility that is operated by CARS Europe. The fee for this removal is £250 + VAT per lot, which will be charged to the buyer. Storage rates will be waived until Saturday, 9 September, at which point the buyer will be charged £15 + VAT per day, per lot, until full payment and instructions for transportation have been received. Please note the buyer is required to insure their lot(s) whilst in storage.

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# SELLERS' CONDITIONS OF BUSINESS

## GENERAL

The following conditions of business ("Conditions") apply to all sales by RM at auction or to any retail sale to the exclusion of any other terms that the Buyer, the Seller, or any bidder seek to impose or incorporate, or which are implied by trade, custom, practice, or course of dealing.

The Conditions are subject to amendment by RM by the posting of notices or by oral announcement made by the Auctioneer prior to or during the sale, provided it is reasonable for it to do so.

## 1. DEFINITIONS

In these Conditions:

1.1 "Auction" means the auction sale in respect of which a Lot is consigned for sale.

1.2 "Auctioneer" means the representative of RM who will conduct the Auction.

1.3 "Buyer" means the person to whom a Lot is knocked down by the Auctioneer.

1.4 "Buyer's Premium" shall have the meaning given in Condition 10.1 of the Buyers' Conditions of Business.

1.5 "Catalogue" includes any advertisement, brochure, estimate, price list, or other publication relating to one or more Lots.

1.6 "Expenses" in relation to the sale of any Lot means RM's charges and expenses including, but not limited to, insurance, storage, illustrations, auction entry fee, photography costs, cataloguing costs, special advertising, packing, and freight of that Lot and any VAT or other applicable sales tax thereon.

1.7 "Hammer Price" means the price in the currency in which the Auction is conducted at which a Lot is knocked down by the Auctioneer to the Buyer.

1.8 "Lot" means any item(s) consigned with the view to its or their sale at Auction.

1.9 "Motor Vehicle" means any item included or proposed to be included in a sale of motor vehicles.

1.10 "Purchase Price" means the Hammer Price together with the Buyer's Premium and any VAT or other applicable sales tax thereon, Expenses, and any additional charges due.

1.11 "Reserve" means the minimum Hammer Price agreed between RM and the Seller at which a Lot may be sold.

1.12 "RM" means RM Auctions Limited (co. no. 5812660).

1.13 "Sale Proceeds" means the net amount due to the Seller being the Hammer Price less the Seller's Commission, any VAT thereon, Expenses, and any other amount due to RM from the Seller.

1.14 "Seller" means the person who offers the Lot for sale.

1.15 "Seller's Commission" shall have the meaning given in Condition 11.1 of the Seller's Conditions of Business.

1.16 "VAT" means Value Added Tax applicable at the prevailing rate in the United Kingdom on the date of the Auction.

## 2. RM AS AGENT

Except where it is expressly stated to be selling as principal, RM sells as agent for the Seller.

## 3. RM'S DISCRETION

3.1 RM has the right, at its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot, and, in the case of dispute, to put any lot up for Auction again.

3.2 If RM is notified about the Seller's alleged breach of any of the Conditions before it has remitted the Sale Proceeds to the Seller, it may, at its sole discretion, withhold payment until that dispute is resolved. RM may, however, deduct any sums that are due to it from the sum held.

## 4. LIABILITY

4.1 Nothing in these Conditions shall limit or exclude RM, Buyer or Seller liability for death or personal injury caused by its negligence, or the negligence of its employees, agents, or subcontractors (as applicable), fraud or fraudulent misrepresentation, or for any matter in respect of which it would be unlawful to exclude or restrict liability.

4.2 Subject to Condition 4.1:

4.2.1 RM shall not be liable to the Buyer, the Seller, any bidder, or any other related person for any injury, damage, or loss sustained by any person while on RM's premises (including any premises where an Auction may be conducted or where a Lot or part of a Lot may be on view from time to time);

4.2.2 RM shall not be liable to the Buyer, the Seller, any bidder, or any other related person for any damage to or the loss or destruction of a Lot;

4.2.3 RM shall not be liable to the Buyer, the Seller, any bidder, or any other related person for any injury, damage, or loss caused by any Lot;

4.2.4 RM shall, under no circumstances whatsoever, be liable to the Buyer, the Seller, any bidder, or to any other person, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, for any loss of profit, or any indirect or consequential loss arising under or in connection with these Conditions;

4.2.5 RM's total liability to the Buyer in respect of all losses under or in connection with these Conditions, whether in contract, tort (including negligence), breach of statutory duty, or otherwise shall be limited to the aggregate of the Hammer Price of the relevant Lot and the Buyer's Premium; and

4.2.6 RM's total liability to the Seller in respect of all losses arising under or in connection with these Conditions, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, shall be limited to the Sale Proceeds of the Lot.

## 5. GOVERNING LAW

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

5.2 The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue whether arising out of or in connection with Conditions or otherwise (including non-contractual claims). In the case of a dispute which is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive and the Buyer and Seller shall agree that it will not institute proceedings in the courts of any country other than England and Wales.

## 6. MONEY LAUNDERING

The Seller and the Buyer agree to provide all information and assistance reasonably requested by RM to enable RM to comply with the Money Laundering Regulations 2007 or any equivalent legislation in force in the country in which the Auction is located.

## 7. NOTICES

7.1 Any notice by RM to a Seller, Buyer or any other person under or in connection with these Conditions may be delivered by hand or sent by first-class mail or airmail and shall be deemed to have been received:

7.1.1 if hand-delivered, at the time of delivery;

7.1.2 if sent by mail, two days after the date of posting.

7.2 In proving service by delivery:

7.2.1 by hand, it shall be necessary only to produce a receipt for the notice signed by or on behalf of the addressee;

7.2.2 by post, it shall be necessary only to prove that the notice was contained in a pre-paid envelope which was duly addressed and posted first class.

## THE SELLER'S CONDITIONS

### 8. WARRANTIES BY THE SELLER

8.1 The Seller warrants to RM and to the Buyer that:

8.1.1 the Seller is the owner of the Lot or is properly authorized to sell the Lot by the owner and is able to sell the Lot with full title guarantee free from all encumbrances and third-party claims;

8.1.2 the Seller has complied with all requirements relating to any export or import of the Lot or has notified RM in writing of any failure to comply with such requirements by the Seller or any previous owner of the Lot;

8.1.3 the Seller has notified RM in writing of any material alterations to the Lot of which the Seller is aware and of any concerns expressed by third parties in relation to the authenticity, provenance, origin, age, condition, or quality of

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the Lot and has provided RM with all such information in the Seller's possession or control;

8.1.4 the Motor Vehicle may lawfully be used on a road and complies with all statutory provisions and that there is, in force, any test certificate required by law in relation to such use or the Seller has notified RM in writing that the Motor Vehicle cannot lawfully be used on a road;

8.1.5 the information about the Lot given to RM, and statements made about it, are true and accurate. In the event of a Lot which is discovered not to be in the state in which the Seller represented to RM that it was, RM may, at its absolute discretion, whether before or after the Lot is sold, carry out such work to the Motor Vehicle as is necessary to put it into the state that the Seller represented it to be and shall deduct the cost of such work from any sums due to the Seller.

8.2 The Seller shall compensate RM and the Buyer in full for all losses, Expenses, and other costs which are caused by the Seller's breach of any obligation of the Seller under the warranties set out in Condition 8.1.

## 9. VEHICLE REGISTRATION NUMBERS

9.1 If the Seller wishes to sell the Motor Vehicle but to retain the right to the registration number of the Motor Vehicle, it is the Seller's responsibility to notify RM in writing.

9.2 It shall be the Seller's responsibility to take all necessary steps to ensure that the current vehicle registration number is reserved and that a new number is allocated prior to the Motor Vehicle being sold at the Auction and if he does not do so, RM shall not be responsible for any loss or damage whatsoever arising out of the sale of the Motor Vehicle or its registration number.

9.3 RM may, at its discretion (without any assumption of responsibility or duty towards the Seller or the Buyer), take such steps to facilitate the reservation or transfer of any particular registration number as it thinks fit in order to assist the Seller or Buyer but strictly on condition that no claim attaches to RM for taking any such steps whether arising out of RM's negligence or any other cause whatsoever.

## 10. RESERVES

10.1 The Auctioneer will commence and advance the bidding at levels and in increments he considers appropriate and is entitled to place a bid or series of bids on behalf of the Seller, up to the Reserve on the Lot.

10.2 The Seller may place a Reserve on any Lot prior to the Auction and once placed, it may not be changed without the written consent of RM. All Lots will be sold

without Reserve unless a Reserve has been agreed by RM in writing.

10.3 Where a Reserve has been agreed, only RM may bid on behalf of the Seller. If the Seller makes a bid, then the Auctioneer may knock the Lot down to the Seller without observing any Reserve and the Seller shall pay to RM the Buyer's Premium in addition to the Seller's Commission and Expenses. Otherwise than in accordance with this Condition 10.3, the Seller shall not bid on his own Lot.

10.4 Where a Reserve is agreed, RM may sell a Lot for less than the Reserve but shall account to the Seller as if the Lot had been sold for the Reserve.

10.5 If no Reserve has been placed on a Lot, RM shall in no way be held liable should the Lot be purchased for a price below any lowest estimate of the Lot given in any Catalogue.

10.6 Any Reserve agreed with the Seller in a currency other than that in which the Auction is conducted shall be converted into the currency in which the Auction is conducted on the day of the Auction at an exchange rate determined by RM acting in its sole discretion.

## 11. SELLER'S COMMISSION AND EXPENSES

11.1 RM shall be entitled to deduct from the Hammer Price and retain an amount equal to 10% of the Hammer Price or such other sum agreed by RM in writing ("Seller's Commission"), plus VAT or any other applicable sales tax on the Seller's Commission, together with Expenses and any other sums due from the Seller to RM.

11.2 The Seller acknowledges RM's right to retain the Buyer's Premium payable by the Buyer.

## 12. PHOTOGRAPHY AND ILLUSTRATIONS

The Seller permits RM to photograph and make illustrations of any Lot and to use at RM's discretion any photograph or illustration of or in respect of a Lot supplied by the Seller whether or not in conjunction with the Auction. The copyright for all photographs taken and illustrations made of any Lot by or on behalf of RM shall be the absolute property of RM.

## 13. RM'S ESTIMATES AND DESCRIPTIONS

13.1 RM gives no warranty or representation as to the anticipated or likely selling price of any Lot. Any estimate given by RM, whether written or oral and whether or not printed in any Catalogue, as to the estimated selling price of any Lot, is a statement of opinion only and may be subject to revision from time to time at RM's sole discretion and should not be relied upon as an indication of the actual selling price.

13.2 RM shall not be liable to the Seller for any error or misstatement in or omission from the description of any Lot in any Catalogue where RM has:

13.2.1 been provided with such description by the Seller or any person on his behalf; or

13.2.2 provided the Seller with a copy of such description prior to publication of the Catalogue and neither the Seller nor any person on his behalf has notified RM in writing within 7 days of provision of such description of any error or misstatement in or omission from the description.

13.3 RM has no duty to the Seller or Buyer to investigate the accuracy of the description of any Lot provided by or on behalf of the Seller.

## 14. UNSOLD LOTS

14.1 It is the Seller's responsibility to check if a Lot has been sold.

14.2 Where any Lot fails to sell, RM will have the sole and exclusive right to sell the Lot by private treaty within 45 days of the Auction.

14.3 If RM sells the Lot by private treaty pursuant to Condition 14.2, RM shall account to the Seller for a sum being not less than the sum due to the Seller as if the Lot had been sold for the Reserve.

14.4 Any sale by private treaty shall be subject to the Conditions and to Seller's Commission and Expenses as if it had been sold by auction.

14.5 RM shall have the right to exercise a charge or lien on the unsold Lot, or any other property belonging to the Seller in the possession of RM for any purpose, and to apply any money due or to become due to the Seller in or towards settlement of any sum due at any time to RM from the Seller.

## 15. RISK OF LOSS

15.1 The Lot shall, at all times, remain at the risk of the Seller until the Lot is knocked down by the Auctioneer to the Buyer, at which time risk of the Lot passes from the Seller to the Buyer under these Conditions.

15.2 Subject to Condition 4.1, the Seller shall indemnify and keep indemnified RM against all liabilities, costs, expenses, damages, and losses suffered or incurred by RM in connection with any claim made against RM in respect of:

15.2.1 loss or damage to or destruction of a Lot; or

15.2.2 injury, loss, or damage caused by the Seller's negligence or any breach of these Conditions by the Seller (including any breach of the Seller warranties contained at Condition 8.1).



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# SELLERS' CONDITIONS OF BUSINESS

## 16. PAYMENT OF SALE PROCEEDS

16.1 RM shall pay the Sale Proceeds to the Seller within 28 days of the Auction provided that the Purchase Price has been received in full by RM. Unless an alternative method of payment has been agreed by RM in writing, payment shall be made by wire transfer. In the event of an unsettled hire purchase, finance agreement, or any other charge or lien affecting the Lot, RM reserves the right to settle the amount due of such charges not exceeding the Sale Proceeds, and if the Sale Proceeds are less than the charges outstanding, the Seller will be responsible for the settlement of the balance forthwith.

16.2 If the Purchase Price has not been received in full by RM within the time specified in Condition 16.1, RM will pay the Sale Proceeds to the Seller within 7 days of the date on which the Purchase Price is received in full and clear funds from the Buyer.

16.3 In respect of road-registered vehicles, RM reserves the right not to remit the Sale Proceeds to the Seller unless the Seller has deposited with RM the title or vehicle registration certificate relevant and appropriate to the country of origin of the Motor Vehicle, along with proof of EU taxes paid (where relevant) and any other documentation relating to the Motor Vehicle in the Seller's possession or control which he agreed with RM to supply.

16.4 If the Buyer fails to pay the Purchase Price within 28 days of the Auction, RM will notify the Seller, who may instruct RM as to the appropriate course of action. RM may assist the Seller with such instructions, but RM shall be under no obligation to do so and shall not be under any obligation to institute proceedings in its own name or take any action which could adversely affect the goodwill of RM.

16.5 In the absence of any written instructions from the Seller to RM within 7 days of RM having notified the Seller under Condition 16.4, RM shall be entitled to do any of the following:

16.5.1 agree terms for the payment of the Purchase Price;

16.5.2 remove, store, and insure the Lot;

16.5.3 settle claims and/or proceedings made by or against the Buyer on such terms as RM shall, at its absolute discretion, think fit;

16.5.4 take such steps as RM shall, at its absolute discretion, consider necessary to collect the monies due from the Buyer;

16.5.5 where appropriate, to rescind or declare void the sale and refund any monies to the Buyer;

16.5.6 to offer the Lot for re-sale by auction or private treaty, with or without reserve;

16.5.7 where appropriate, to rescind or declare void the contract with the Buyer and to purchase the Lot itself. If it does so, ownership of the Lot shall pass to RM on its election and RM shall remit the Purchase Price to the Seller within 14 days of its election less the Seller's Commission and Expenses or sums due to RM which would have been payable had the contract not been rescinded;

16.5.8 to appoint a solicitor and/or other agent to pursue any of the courses of action referred to in this Condition; and

16.5.9 the Seller authorizes RM to take any of the courses referred to in this Condition, including the issue and prosecution of proceedings on the Seller's behalf.

16.6 Any monies recovered by and paid to RM in consequence of RM taking one or more of the steps referred to in Condition 16.5 shall be applied to the payment of:

16.6.1 legal or other costs incurred by RM in connection with such steps; and then

16.6.2 Expenses; and then

16.6.3 the Buyer's Premium and the Seller's Commission on the sale of the Lot and then;

16.6.4 any balance remaining shall be paid by RM to the Seller (or, if appropriate, the Buyer). If there shall be a shortfall, any such shortfall shall be made good by the Seller to RM on demand.

16.7 If within 7 days of receipt of the notice referred to in Condition 16.5 the Seller informs RM that he wishes to take re-delivery of the Lot, he shall be entitled to do so but only upon prior payment of all Expenses and all legal and other costs reasonably incurred by RM so as to keep RM fully recompensed.

## 17. WITHDRAWAL OF LOTS

17.1 The Seller may not withdraw the Lot from the Auction. If RM is unable to sell the Lot at the Auction due to action or interference by the Seller or for the reasons set out in Condition 17.2, the Seller shall be liable to pay RM 22% of the estimated value of the Lot (such amount representing a genuine pre-estimate of RM's loss) plus VAT and Expenses thereon. The estimated value shall be the highest value estimated in the Catalogue (or draft Catalogue if not yet published).

17.2 If RM has reasonable cause for believing that either the Seller is in breach of any one or more of the warranties set out in Condition 8, or RM and/or the Seller may be restrained by order of any Court or other competent authority from selling the Lot, RM may, by giving notice in writing to the Seller, decline to sell the Lot and Condition 17.1 shall apply.

17.3 The Seller shall indemnify and keep indemnified RM against all liabilities, costs, expenses, damages, and losses reasonably incurred by it in investigating any claim concerning the ownership of a Lot and/or the Seller's right to sell the Lot, the accuracy of the description of the Lot contained or to be contained in the Catalogue, or in defending any claim relating thereto, and RM shall be entitled to set off the amount of such costs from any payment due to be made to the Seller in accordance with Condition 16.

## 18. REMOVAL AND STORAGE OF UNSOLD LOTS

18.1 Immediately following the Auction, any unsold lots shall be removed to a storage facility operated by Toy Stor-age at the Seller's expense of £250 + VAT per lot by a transport company designated by RM. The Seller must arrange for pick-up and transportation from the storage facility by Saturday, 9 September 2017. If the lot or lots are not removed by Saturday, 9 September 2017, a storage fee will be charged to the Seller at £15 + VAT per day, per lot, until the lot or lots are removed. Please note that the Seller is required to insure their lot(s) whilst in storage.

18.2 It is the Seller's responsibility to arrange for collection and transport of the unsold Lot from the storage facility within the period of 48 hours after the Auction. Failure to remove any unsold Lot within this time will entitle RM to charge the Seller any storage, insurance, and other Expenses in accordance with the relevant section of the Catalogue.

18.3 Without prejudice to Condition 14.2, if within 30 days after the Auction the Seller fails to give instructions to RM regarding the disposal of the Lot, RM shall have the exclusive right to sell the Lot by (i) private treaty and to deduct from the sale price any sums owing to RM or (ii) auction without Reserve and to deduct from the Hammer Price any sums owing to RM.



## CONCORSO D'ELEGANZA VILLA D'ESTE

*dal*  
**1929**



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# BIDDERS' CONDITIONS OF BUSINESS

## GENERAL

The following conditions of business ("Conditions") apply to all sales by RM at auction or to any retail sale to the exclusion of any other terms that the Buyer, the Seller, or any bidder seek to impose or incorporate, or which are implied by trade, custom, practice, or course of dealing.

The Conditions are subject to amendment by RM by the posting of notices or by oral announcement made by the Auctioneer prior to or during the sale, provided it is reasonable for it to do so.

## 1. DEFINITIONS

In these Conditions:

1.1 "Auction" means the auction sale in respect of which a Lot is consigned for sale.

1.2 "Auctioneer" means the representative of RM who will conduct the Auction.

1.3 "Buyer" means the person to whom a Lot is knocked down by the Auctioneer.

1.4 "Buyer's Premium" shall have the meaning given in Condition 10.1 of the Buyer's Conditions of Business.

1.5 "Catalogue" includes any advertisement, brochure, estimate, price list, or other publication relating to one or more Lots.

1.6 "Expenses" in relation to the sale of any Lot means RM's charges and expenses including, but not limited to, insurance, storage, illustrations, auction entry fee, photography costs, cataloguing costs, special advertising, packing, and freight of that Lot and any VAT or other applicable sales tax thereon.

1.7 "Hammer Price" means the price in the currency in which the Auction is conducted at which a Lot is knocked down by the Auctioneer to the Buyer.

1.8 "Lot" means any item(s) consigned with the view to its or their sale at Auction.

1.9 "Motor Vehicle" means any item included or proposed to be included in a sale of motor vehicles.

1.10 "Purchase Price" means the Hammer Price together with the Buyer's Premium and any VAT or other applicable sales tax thereon, Expenses, and any additional charges due.

1.11 "Reserve" means the minimum Hammer Price agreed between RM and the Seller at which a Lot may be sold.

1.12 "RM" means RM Auctions Limited (co. no. 5812660) d.b.a. RM Sotheby's.

1.13 "Sale Proceeds" means the net amount due to the Seller being the Hammer Price less the Seller's Commission, any VAT thereon, Expenses, and any other amount due to RM from the Seller.

1.14 "Seller" means the person who offers the Lot for sale.

1.15 "Seller's Commission" shall have the meaning given in Condition 11.1 of the Seller's Conditions of Business.

1.16 "VAT" means Value Added Tax applicable at the prevailing rate in the United Kingdom on the date of the Auction.

## 2. RM AS AGENT

Except where it is expressly stated to be selling as principal, RM sells as agent for the Seller.

## 3. RM'S DISCRETION

3.1 RM has the right, at its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot, and, in the case of dispute, to put any lot up for Auction again.

3.2 If RM is notified about the Seller's alleged breach of any of the Conditions before it has remitted the Sale Proceeds to the Seller, it may, at its sole discretion, withhold payment until that dispute is resolved. RM may, however, deduct any sums that are due to it from the sum held.

## 4. LIABILITY

4.1 Nothing in these Conditions shall limit or exclude RM, Buyer or Seller liability for death or personal injury caused by its negligence, or the negligence of its employees, agents, or subcontractors (as applicable), fraud or fraudulent misrepresentation, or for any matter in respect of which it would be unlawful to exclude or restrict liability.

4.2 Subject to Condition 4.1:

4.2.1 RM shall not be liable to the Buyer, the Seller, any bidder, or any other related person for any injury, damage, or loss sustained by any person while on RM's premises (including any premises where an Auction may be conducted or where a Lot or part of a Lot may be on view from time to time);

4.2.2 RM shall not be liable to the Buyer, the Seller, any bidder, or any other related person for any damage to or the loss or destruction of a Lot;

4.2.3 RM shall not be liable to the Buyer, the Seller, any bidder, or any other related person for any injury, damage, or loss caused by any Lot;

4.2.4 RM shall, under no circumstances whatsoever, be liable to the Buyer, the Seller, any bidder, or to any other person, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, for any loss of profit, or any indirect or consequential loss arising under or in connection with these Conditions;

4.2.5 RM's total liability to the Buyer in respect of all losses under or in connection with these Conditions, whether in contract, tort (including negligence), breach of statutory duty, or otherwise shall be limited to the aggregate of the Hammer Price of the relevant Lot and the Buyer's Premium; and

4.2.6 RM's total liability to the Seller in respect of all losses arising under or in connection with these Conditions, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, shall be limited to the Sale Proceeds of the Lot.

## 5. GOVERNING LAW

5.1 These Conditions [and any dispute or claim relating to them or their subject matter, their enforceability, or their

termination (including non-contractual claims)] are to be governed by and construed in accordance with English law.

5.2 The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue whether arising out of or in connection with Conditions or otherwise (including non-contractual claims). In the case of a dispute which is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive and the Buyer and Seller shall agree that it will not institute proceedings in the courts of any country other than England and Wales.

## 6. MONEY LAUNDERING

The Seller and the Buyer agree to provide all information and assistance reasonably requested by RM to enable RM to comply with the Money Laundering Regulations 2007 or any equivalent legislation in force in the country in which the Auction is located.

## 7. NOTICES

7.1 Any notice by RM to a Seller, Buyer or any other person under or in connection with these Conditions may be delivered by hand or sent by first-class mail or airmail and shall be deemed to have been received:

7.1.1 if hand-delivered, at the time of delivery;

7.1.2 if sent by mail, two days after the date of posting.

7.2 In proving service by delivery:

7.2.1 by hand, it shall be necessary only to produce a receipt for the notice signed by or on behalf of the addressee;

7.2.2 by post, it shall be necessary only to prove that the notice was contained in a pre-paid envelope which was duly addressed and posted first class.

## THE BUYER'S CONDITIONS

### 8. REQUIREMENTS FOR BIDDING REGISTRATION

In order to register to bid at auction, bidders must pay a £100.00 (GBP) Bidder Registration fee. In order to register to bid at an RM sale, RM requires that all bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead. In order to register to bid at an RM sale, RM requires a £2,500.00 (GBP) hold be placed on your credit card. If you fail to pay for a lot purchased on or before 5:00 p.m. of the next business day following the auction, you acknowledge that your credit card will be charged £2,500.00 (GBP) for the missed payment; please note that you are still bound to pay your remaining balance. The £2,500.00 (GBP) hold will not be charged to your credit card if you make full payment on or before 5:00 p.m. of the next business day following the auction. If you do not purchase a lot, your credit card will not be charged. If your credit card is not to be charged, the £2,500.00 (GBP) hold will fall off your credit card within three to four business days depending on your credit card company.

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# BIDDERS' CONDITIONS OF BUSINESS

## 9. THE BUYER

9.1 The Buyer shall be the highest bidder at the Hammer Price. Any dispute as to any bid shall be settled by the Auctioneer at his absolute discretion.

9.2 Every bidder shall be deemed to act as principal unless prior to the commencement of the Auction there is a written acceptance by RM that a bidder acts as agent on behalf of the [named] principal.

9.3 No person shall be entitled to bid (whether in person, or via written, telephone, or online bids) at the Auction without first having fully completed, signed, and delivered to RM a bidder's registration form (in a form that is acceptable to RM acting in its sole discretion), and RM must have allocated that person a registration number. However, if for any reason a bidder has not signed the Bidder's Conditions of Business, the bidder is bound by these Conditions of Business.

9.4 Bidders are responsible for all bids made with the registration number issued to them by RM.

9.5 RM has the right, in its sole discretion, to refuse admission to its premises or attendance at any Auction to any person.

9.6 All bids submitted (whether in person, via the online bidding service, via telephone, or via written bids) are final and bidders are not permitted to amend or retract bids. If a successful bid is submitted to RM (howsoever submitted), the Buyer irrevocably agrees to conclude the contract of sale between the Buyer and the Seller in accordance with these Conditions.

9.7 Due to factors beyond the control of RM, it is possible that one or more Lots described on its website or in the Catalogue may not be present for sale. Bidders are advised to check shortly before auction time for updated information.

9.8 Bidders are responsible for making themselves aware of all saleroom notices and announcements.

## 10. BUYERS' PREMIUM

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

10.1.1 In the event of a final Hammer Price of £200,000.00 (GBP) and below on automotive lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).

10.1.2 In the event of a final Hammer Price above £200,000.00 (GBP) on automotive lots, RM will receive a Buyers' Premium of twelve and one half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000.00 (GBP) and receive a Buyers' Premium of fifteen percent (15%) on the first £200,000.00 (GBP) (plus VAT on the Buyers' Premium).

10.1.3 Buyer(s) of all non-automotive lots, including but not

limited to, motorcycles, boats and memorabilia are required to pay RM a Buyers' Premium of twenty percent (20%) on the Hammer Price of that particular lot (plus VAT on the Buyers' Premium).

10.2 The Buyer acknowledges that RM may also receive a Seller's Commission due to RM under Condition 11 of the Seller's Conditions of Business.

## 11. PAYMENT

11.1 A contract of sale is made between the Seller and the Buyer on the acceptance of a bid by the fall of the Auctioneer's hammer. RM is not a party to the contract of sale and has no liability for any act or default by the Seller or the Buyer.

11.2 Immediately after a Lot is sold, the Buyer shall:

11.2.1 give to RM his bidder registration number, his full name and address, and, if so requested, proof of identity if he has not already done so; and

11.2.2 pay to RM the Purchase Price unless credit terms have been agreed with RM in writing before the Auction.

11.3 Full payment for all Lots must be made to RM by 5:00 p.m. the next business day following the Auction. Payment must be made in the currency in which the Auction is conducted by wire transfer, unless other arrangements have been agreed by RM in advance. Where the Buyer wishes to pay by cheque (supported by a Bank Letter of Guarantee) and RM has agreed that the Buyer may do so, the Lot will not be released until the cheque has been cleared.

11.4 No Lot may be collected until the Purchase Price has been received by RM, and payments by a Buyer to RM may be applied by RM towards any such sums due from that Buyer to RM on any account whatsoever notwithstanding any directions to the contrary by the Buyer or his agent whether express or implied.

11.5 Title to the Lot will pass to the Buyer when the Purchase Price in cleared funds has been received by RM.

11.6 Risk in the Lot shall pass to the Buyer on the Lot being knocked down by the Auctioneer to the Buyer notwithstanding that possession will not be given and title will not pass to the Buyer until the Purchase Price has been received in cleared funds by RM. With effect from passing of risk to the Buyer in accordance with these Conditions and subject to Condition 4.1 of the Conditions of Business, the Buyer shall indemnify and keep indemnified RM against all liabilities, costs, expenses, damages, and losses suffered or incurred by RM in connection with any claim made against RM in respect of any loss or damage to the Lot or injury, loss, or damage caused by the Lot.

## 12. NON-PAYMENT OR FAILURE TO COLLECT

12.1 If the Purchase Price is not paid in full in accordance with these Conditions, RM, as the agent of the Seller, shall, at its absolute discretion and without prejudice to any other rights it may have, be entitled to exercise one or more of the following remedies:

12.1.1 to charge to any credit or debit card of the Buyer the Purchase Price and any interest and storage and removal costs up to the maximum limit of the credit or debit card (where applicable);

12.1.2 to charge the Buyer interest on the overdue amount at the rate of 8% per annum above the Bank of England's base rate from time to time. Such interest shall accrue on a daily basis from the due date until actual payment of the overdue amount, whether before or after judgement. The Buyer shall pay the interest together with the overdue amount;

12.1.3 to remove, store (either at RM's premises or elsewhere), and insure the Lot at the Buyer's expense;

12.1.4 to retain that or any Lot sold to the same Buyer at the same or any other auction and to release it only after payment of the total amount due;

12.1.5 to reject or disregard any bid or bids made by or on behalf of the Buyer at any future auction or to require payment of a deposit before any future bid made by or on behalf of that Buyer;

12.1.6 to apply any money due or to become due to the defaulting Buyer in or towards settlement of the total amount due and to exercise a charge or lien on any property of the Buyer which is in RM's possession for any purpose.

12.1.7 to proceed against the Buyer for damages for breach of contract;

12.1.8 to cancel or declare void the sale of that or any other Lot sold to the Buyer at the same or any other auction notwithstanding the total amount due in respect of such other Lot shall have been paid;

12.1.9 to re-sell the Lot or cause it to be resold by auction or private treaty, and, if this results in a lower price being obtained, the defaulting Buyer shall then pay to RM, on demand, any deficiency, together with re-sale costs and any costs incurred in connection with the Buyer's failure to make payment, and any surplus shall belong to the Seller.

12.1.10 to cancel or declare void the sale of the Lot;

12.1.11 to re-sell the Lot or cause it to be re-sold by auction or private treaty and to set off the total amount due in respect of that Lot against the sale proceeds and any surplus shall belong to the defaulting Buyer.

## 13. BUYER RESPONSIBILITIES AND ACKNOWLEDGMENTS

13.1 Buyers are solely responsible for ensuring that Motor Vehicles are safe for use, roadworthy, and comply with all relevant laws and regulations in force in all relevant jurisdictions and for ensuring that any necessary test certificates are in force. Any reference in the Catalogue or other documentation to 'mileage' or 'recorded mileage' is based upon the Motor Vehicle's milometer reading and is not guaranteed to correspond with the actual distance covered by the Motor Vehicle. Buyers are solely responsible for satisfying themselves that the condition of the Motor Vehicle is commensurate with the milometer reading. Electrical or mechanical items are not checked prior to sale and are purchased at the Buyer's risk. It is the Buyer's responsibility to inspect the Lot prior to bidding and

# RICHARD MILLE

A RACING MACHINE ON THE WRIST



CALIBER RM 63-01  
DIZZY HANDS

# BIDDERS' CONDITIONS OF BUSINESS

satisfy himself as to the accuracy of its description in the Catalogue and, if necessary, arrange for an inspection to be carried out by a suitably qualified independent expert with regard to checking the ownership, attribution, authenticity, date, period, provenance, restoration condition, and roadworthiness of the Lot. Any Motor Vehicle is sold as a collector item and not as a means of transport. Buyers are specifically advised that any Motor Vehicle sold as such may well have had parts replaced and paint renewed or be made up of parts from other vehicles, the condition of which may be difficult to establish. RM has to rely on information as to date, condition, and authenticity provided by Sellers and does not, and cannot, undertake its own inspection of Motor Vehicles or other Lots to establish whether the Motor Vehicle or other Lot conforms to the description in the Catalogue. It is the responsibility of the Buyer to carry out such inspection as he thinks necessary.

13.2 Buyers are solely responsible for ensuring that any Motor Vehicle purchased at Auction complies with the appropriate statute or regulation for driving, using, or transporting it and for ensuring that any necessary test certificate is in force.

13.3 The Buyer shall be responsible for obtaining any export license that may be required in connection with the Lot.

13.4 No warranty is given by RM as to the accuracy of the description of any Lot in any Catalogue or as to the age, authenticity, suitability, provenance, attribution, origin, condition, fitness for purpose, merchantable or satisfactory quality of any Lot, or roadworthiness of any Motor Vehicle. Buyers are solely responsible for verifying any documents relating to any Motor Vehicle on which they wish to bid, prior to the Auction. All warranties, conditions, and other terms implied by statute or common law are, to the fullest extent permitted by law, excluded from these Conditions.

13.5 In bidding for any Lot, the Buyer acknowledges that he does not rely on any representation, warranty, or promise made to him by RM, its employees, or agents unless such representation has been specifically confirmed by RM in writing prior to the Auction (statements in Catalogues do not qualify for this purpose).

## 14. ABSENTEE AND TELEPHONE BIDS

14.1 In relation to absentee and telephone bids, the provisions of this Condition 14 will apply in addition to the other provisions of these Conditions.

14.2 RM will use reasonable efforts to carry out written bids delivered to it prior to the sale for the convenience of bidders who are not present at the Auction in person. Bids must be placed in the currency in which the Auction is conducted. If RM receives written bids on a particular Lot for identical amounts and at the Auction these are the highest bids on the Lot, it will be sold to the person whose written bid was received and accepted first. Execution of written bids is a free service undertaken subject to other commitments at the time of the Auction and provided that RM has exercised reasonable care in the handling of written bids, the volume of goods is such that it cannot in any circumstances accept liability for failing to execute a written bid, or for any errors and omissions in connection with it.

14.3 If a prospective Buyer makes arrangements with RM prior to the commencement of the Auction, RM will use reasonable efforts to contact that person to enable him to participate in the bidding by telephone, but RM does not accept any liability for failure to do so or for errors and omissions in connection with telephone bidding. By participating in telephone bidding, bidders acknowledge that RM has the right to record all telephone calls.

14.4 RM reserves the right to refuse or revoke permission to bid via telephone or through written bids and to remove such privileges during an Auction.

## 15. INTERNET BIDS

15.1 In relation to Internet bids, the provisions of this Condition 15 shall apply in addition to the other provisions of these Conditions.

15.2 From time to time, RM offers an Internet (online) bidding service ("BidLive") allowing prospective buyers to participate in its auctions and bid for Lots via the Internet. Whilst every care is taken with the delivery of this service, RM does not accept any liability for technical failures or for errors and omissions in connection with Internet bidding.

15.3 Bids other than Internet bids will be displayed on an Internet bidder's computer screen as "Floor" bids. "Floor" bids include those bids taken from the live auction room, telephones, and absentee bidders. If an online bid and a "Floor" bid are placed simultaneously, the "Floor" bid will take precedence. In the event that there are two identical auto (absentee) bids placed, the earliest bid received will take precedence.

15.4 Live online bidding will be recorded. The record of sale, kept by RM, will be taken as absolute and final in all disputes. In the event of a discrepancy between any online records or messages provided to bidders and the record of sale kept by RM, the record of sale will govern.

15.5 A person bidding online must be 21 years of age or older.

15.6 RM reserves the right to refuse or revoke permission to bid online and to remove such privileges during an Auction.

## 16. CANCELLATION OF SALE

16.1 RM has the sole discretion to cancel an auction or the sale of the vehicle(s) and will not be liable to the Consignor nor the Bidder for any losses or damages resulting from the cancellation if RM believes the following events have occurred or have a reasonable probability of occurring:

16.1.1 Natural disaster;

16.1.2 Structural damage to auction venue prior to the auction;

16.1.3 Terrorist event;

16.1.4 Government/Court action, order, injunction, regulation, or law that necessitates cancellation;

16.1.5 RM opines that the vehicle(s) have been misrepresented by the Consignor or the Bidder;

16.1.6 RM opines that physical damage to the vehicle(s), which cannot be sufficiently repaired prior to the auction, occurred after the Conditions of Business are signed;

16.1.7 RM is threatened with a lawsuit from a third party;

16.1.8 RM faces reputational damages for selling the vehicle(s); or

16.1.9 RM faces liability or losses by selling the vehicle(s).

## 17. CURRENCY CONVERSION

At some auctions, a currency converter may be operated. Errors may occur in the operation of the currency converter. Where these arise, RM does not accept liability to bidders who follow the currency converter rather than the actual bidding in the saleroom.

## 18. VIDEO OR DIGITAL IMAGES

At some auctions, there may be a video or digital screen. Errors may occur in its operation and in the quality of the image. RM does not accept liability for such errors where they arise for reasons beyond its reasonable control.

## 19. REMOVAL OF PURCHASED LOTS

Following the auction, all lots will be removed from the site and taken to a secure storage facility that is operated by CARS Europe. Each Buyer will be charged a removal fee of £250.00 plus VAT per vehicle and £125.00 plus VAT per motorcycle and a daily storage fee of £15.00 plus VAT per lot until full payment and instructions for transportation have been received. Storage charges will begin on Thursday, 7 September 2017. Please note that the Buyer is required to insure their lot(s) whilst in storage.

## 20. MISCELLANEOUS

20.1 The benefit and burden of the Conditions may not be assigned by the Seller or the Buyer without the prior agreement of RM in writing.

20.2 If any Condition or any part of any Condition shall be held to be unenforceable or invalid, such unenforceability or invalidity shall not affect the enforceability and validity of the remaining Conditions or the remainder of the relevant Condition.

20.3 The headings and numbering used in the Conditions are for convenience only and shall not affect their interpretation.

20.4 Reference to the male gender shall be deemed to be a reference to male or female as appropriate.

20.5 Any concession or latitude allowed by RM shall not affect the rights of RM under or release the Seller to the Buyer from liability in respect of the Conditions.





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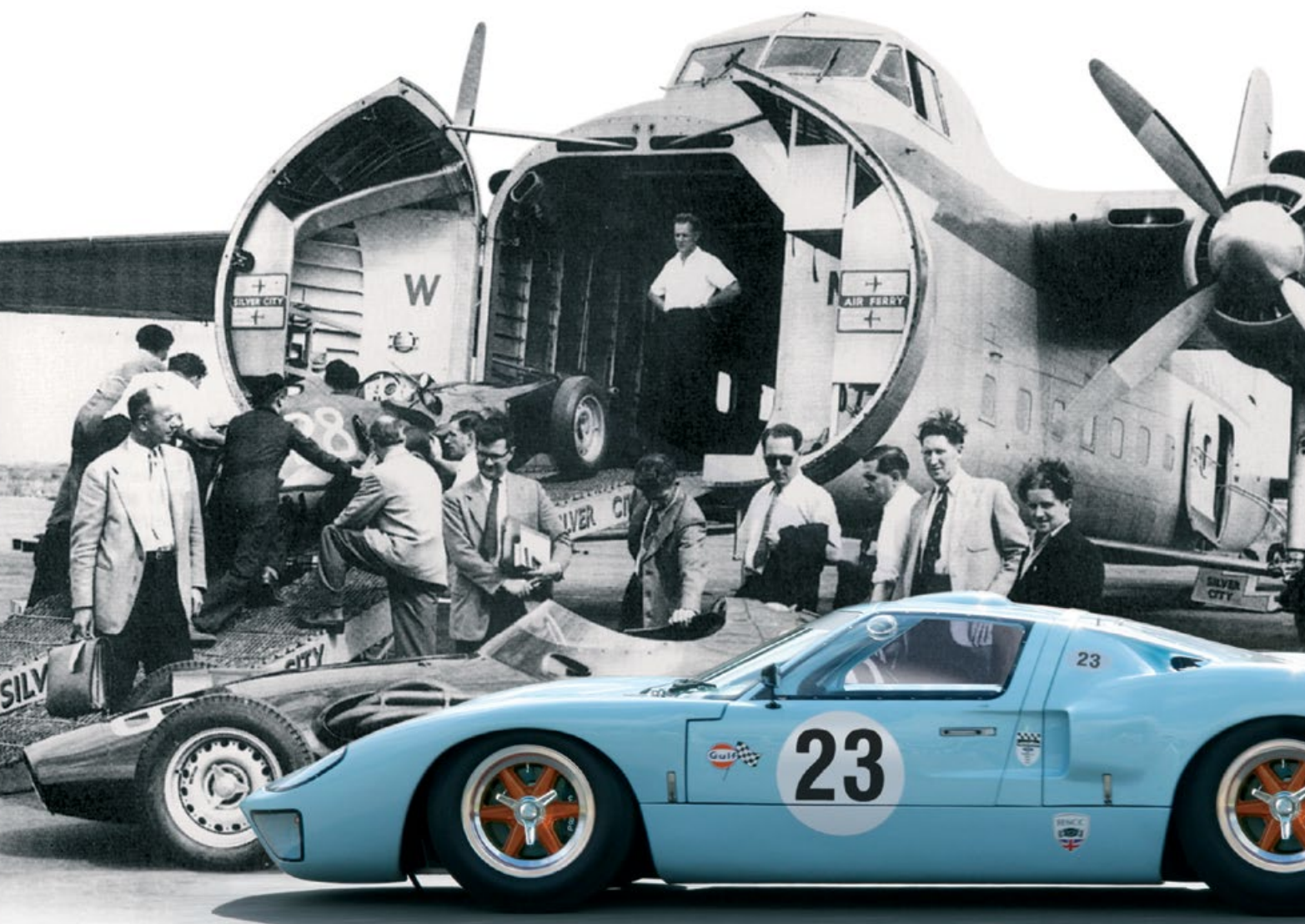
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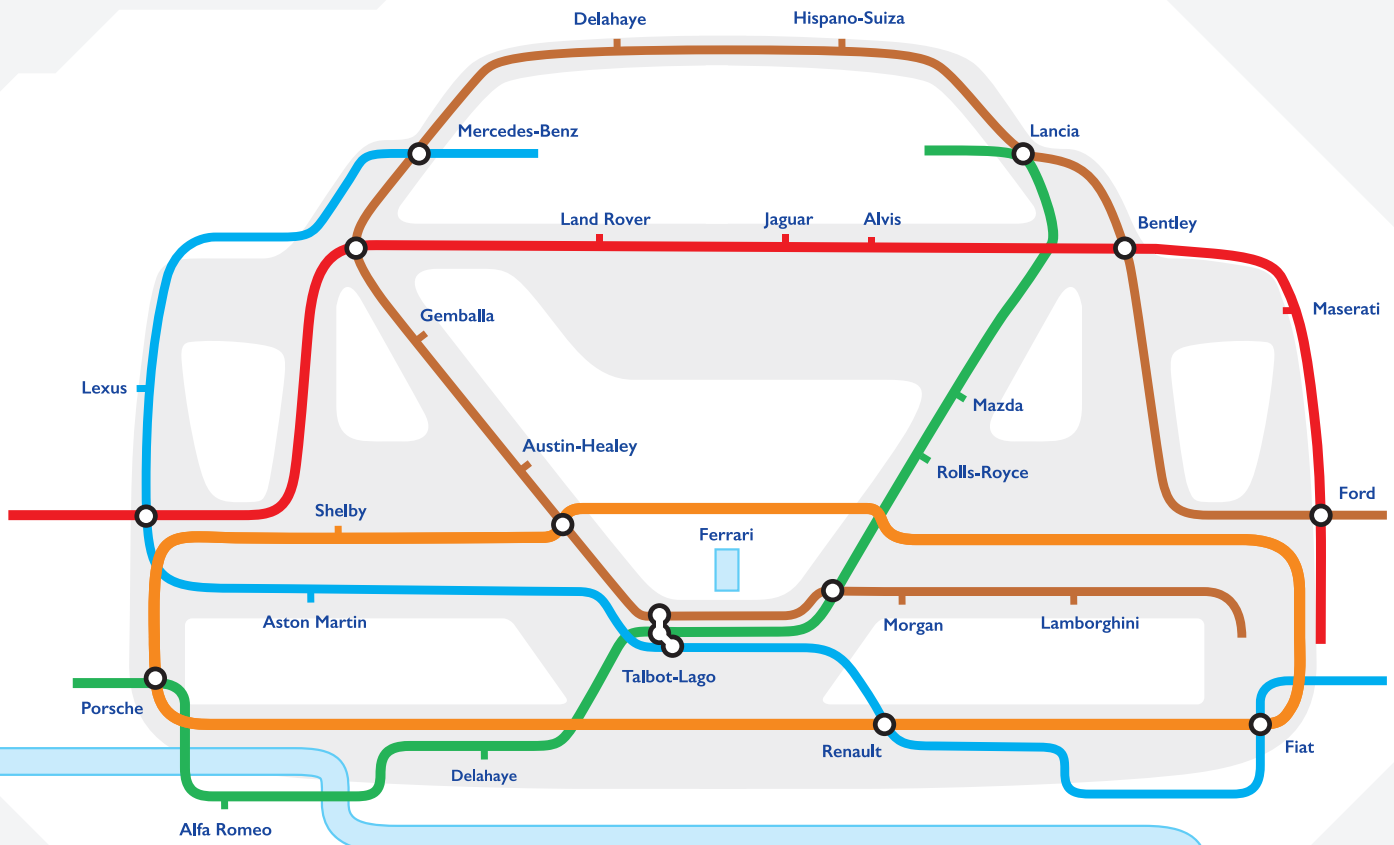


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