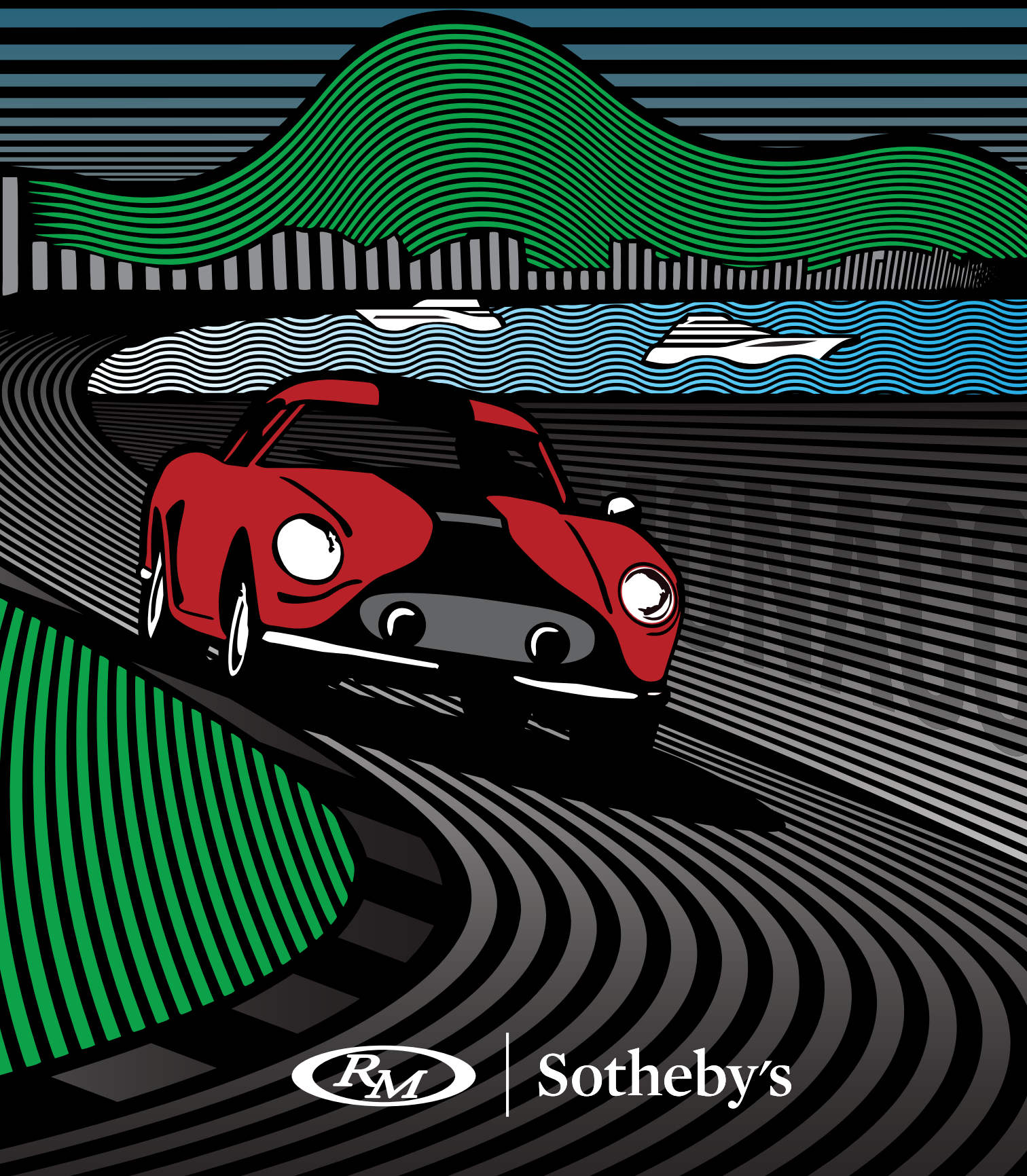


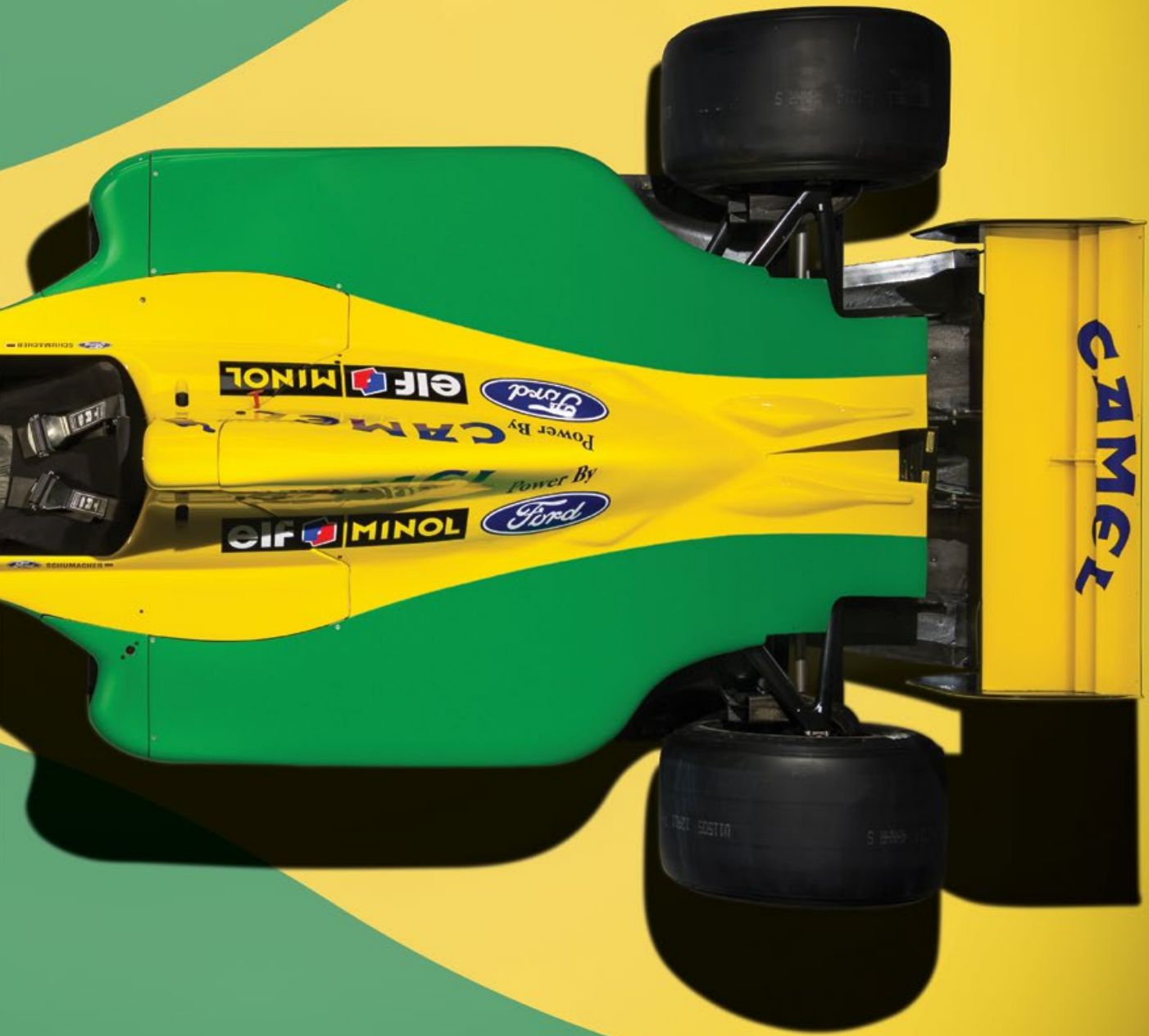
MONACO 12 MAY 2018



| Sotheby's



Lot 153 1992 Benetton B192 Formula 1





Lot 145
2015 Ferrari Sergio



Sotheby's

MONACO

Saturday | 12 May 2018 | 14.00

Under the jurisdiction of Maître Claire Notari, Huissier in Monaco

LOCATION

Grimaldi Forum
10 avenue Princesse Grace
Monte Carlo, Monaco
98000

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Admission is open to the general public during public preview hours only. Admission to the auction on Saturday, 12 May, is for registered bidders, consignors, and qualified media only.

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BIDDER REGISTRATION – €150

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

PUBLIC PREVIEW

Friday | 11 May 2018 | 10.00 – 20.00

PREVIEW BY CATALOGUE – €100

Saturday | 12 May 2018 | 9.00 – 12.00

DRINKS RECEPTION

Saturday | 12 May 2018 | 12.00

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Car collectors gather here.

Lot 131
1959 Fiat 500 N



MONACO

LOTS 101 - 201

Saturday | 12 May 2018 | 14.00



Sotheby's

101

GIRARD-PERREGAUX ECURIE FRANCORCHAMPS STAINLESS STEEL CHRONOGRAPH WRISTWATCH



€1,500 – €3,000 OFFERED WITHOUT RESERVE

Stainless Steel Automatic Chronograph Wristwatch with Date and Registers

Ref. 4946, Ecurie Francorchamps, circa 2000. Thickness: 13 mm. Diameter: 38 mm

Cal. 3370 automatic nickel lever movement, off-white dial, applied Arabic numerals, stainless steel Feuille hands, subsidiary dials for constant seconds, 30-minute and 12-hour registers, aperture for date between 4 and 5, outer minute track, outermost tachometer scale, stainless steel case, solid case back secured by seven screws, case, dial, and movement signed, with a stainless steel buckle. Made in a limited edition of 100 pieces to commemorate the 50th Anniversary (1951–2001) of the Francorchamps race.



102

FERRARI 275 TOOL KIT

€8,000 – €12,000 OFFERED WITHOUT RESERVE

Offered is an original tool kit for any 275-series Ferrari. Included with the original roll is a well-maintained set of tools, including seven Everest wrenches, five screwdrivers, two hammers, a pair of pliers, sparkplug socket, oil filter wrench, grease gun, wheel hub tool, spare light bulb and fuse set, Bellux safety reflector in its original case, Pirelli belt and Battaini jack. Original and in very good condition, this tool set is a valuable addition for any 275 Ferrari.



103

FERRARI 250 TOOL KIT

€8,000 – €12,000 OFFERED WITHOUT RESERVE

Presented here is a wholly original tool kit for any 250 Ferrari (including an SWB, TdF and even a 250 GTO), comprised of a leather tool bag, two hammers, grease gun and extender, jack, six Beta wrenches and four wooden-handled screwdrivers. Complete spare bulb and fuse set, and Pirelli fan belt. For a nearly complete 250 tool kit ready for some of Ferrari's most desirable models, look no further.

104

AYRTON SENNA FORMULA 1 RACING SUIT, 1987

€30,000 – €40,000

OFFERED WITHOUT RESERVE

Worn during Senna's last season with Lotus

Signed by Ayrton Senna on Bank Nacional patch

Just over three decades ago, Ayrton Senna – without a doubt one of the greatest drivers ever to live – drove the 99T to Team Lotus' final Grand Prix win of all time. Senna proudly sported the bright yellow race suit during the first of his six Monaco Grand Prix wins, along with seven other podium finishes that season.

Accompanied by a certificate of authenticity, this race suit was once worn by Ayrton Senna during the 1987 Formula 1 season. The certificate states that this suit was given by Senna to the brother of his physiotherapist who kept it as the 'lucky charm' of his store for several years before selling it in Canada. The suit then was sold again to a gallery in Monaco, where it currently resides.

A reminder of Ayrton Senna's incredible talent and indelible mark on Formula 1, this race suit offers the chance to own a tangible piece of F1 history.





105

“LE MANS” RACING SUIT AND HELMET WORN BY STEVE MCQUEEN

€200,000 – €250,000

OFFERED WITHOUT RESERVE

Suit by Hinchman

Helmet by Bell

Quickly rocketed to cult status in the world of motorsport, Steve McQueen's *Le Mans* brought top-tier endurance racing to the silver screen in 1971 like it had never been seen before. Pitting Ferrari versus Porsche with McQueen, already an international superstar, as racer Michael Delaney at the forefront, it thrilled thousands of fans and inspired countless more.

Won during a sweepstakes put on by the German magazine *Bravo*, this racing suit and helmet were first acquired after the winners were publicly announced in the magazine's November 1971 issue. This prize went to Gaby Schulz of Bielefeld, Germany. Not knowing what to do with the suit and helmet, Ms Schulz gave the helmet and suit to her neighbour, the consignor's father. An avid motorcyclist, who just so happened to be roughly Steve McQueen's same size and stature, he occasionally wore the suit himself while riding his motorcycles from time to time.

Eventually, the suit was retired from use and put into storage in his attic, where it has stayed until only recently. Both the Hinchman jacket and trousers are in lovely condition throughout with minimal marking and staining present, having clearly been cleaned prior to being put into storage after its last use. The helmet still sports its correct and original labels, including its 1968 Snell Foundation sticker.

For the fan of both motorsport and 'The King of Cool', there can be fewer more iconic or exciting pieces of memorabilia to own. Worn by the man himself in one of his most exciting films, this helps to bring McQueen and one of his most celebrated films to life.



106

FERRARI 458 ITALIA ENGINE WITH STAND

€ 25,000 – €40,000

OFFERED WITHOUT RESERVE

Complete internally

Never allocated to a chassis

Sharing none of its components with its predecessor, the Ferrari F430, as its name suggests the 458 Italia boasted an all-new 4.5-litre V-8 that was truly cutting edge when unveiled at the 2009 Frankfurt Motor Show. Capable of reaching an ear-shattering 9,000 rpm, the first road-legal engine of its type to do so, it also produced an exceptional 127 cv per litre of power, another record for a production road car. Packed with technology and materials tried and tested in the crucible of motorsport, Ferrari's efforts did not go unnoticed and the 458 Italia engine won both the award for 'Best Performance Engine' and the 'Above 4-litre' category at the 2011 International Engine of the Year awards. The 458 Italia engine would mark yet another milestone in Ferrari's history as it would be the final mid-mounted and naturally aspirated V-8 to be fitted to a production Ferrari, as the engine in the 488 GTB would be turbocharged.

Never allocated to a specific chassis yet complete internally, this 458 Italia engine is presented here in virtually brand-new condition. Never used as a replacement engine for any car, the engine is fully functioning and represents an interesting acquisition for someone looking for a spare engine for their 458 Italia, or for the start of an interesting project. Replacement engines from modern Ferrari road cars are seldom seen and often in high demand for their rarity, and in the 458 Italia's case, their last-of-the-line status. As lauded by the international motoring community, this is an engine to cherish not only as a piece of engineering magnificence, but a significant engine in Ferrari's modern history.

107

TRIBUTE TO SCHUMACHER FERRARI 248 F1

BY TERRY LAWRIE

€50,000 – €70,000

OFFERED WITHOUT RESERVE

10-mm steel tubing

470 cm x 180 cm x 114 cm

Executed in 2014

Unique full-scale wire sculpture
of Michael Schumacher's Ferrari 248 F1

Commemorating his 90th and penultimate
Formula 1 victory at the 2006 Italian Grand Prix

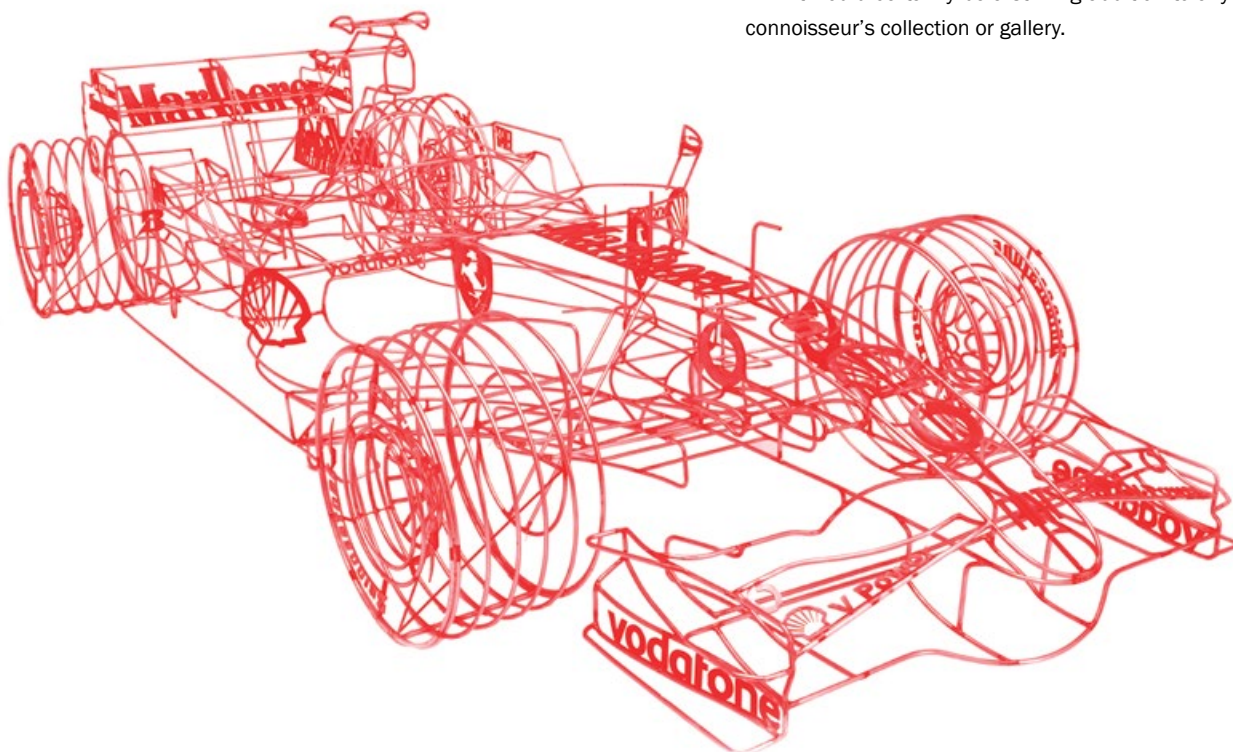
Includes custom shipping crate,
mobility trolley and celebration lap board

Affixed with a brass plaque inscribed
with the artist's signature

Michael Schumacher is celebrated as the most successful Formula 1 driver of all time with 91 overall victories and seven World Championships. With his release from hospital and continued recovery, artist Terry Lawrie created this stunning and one-of-a-kind 'Tribute to Schumacher'. Lawrie, a renowned automotive artist, has been exhibiting at various international motor shows, as well as at Goodwood and the Pebble Beach Concours d'Elegance.

In 2014, Lawrie hand built this wireframe sculpture from 10-mm steel tubing, without use of powered machinery or jigs, and it is extraordinarily accurate and detailed. The curves, swoops and wings perfectly mimic those of Michael's 2006 Ferrari 248 F1. For utmost accuracy, the team and drivers' names, sponsorship logos and the famous #5 were all precisely laser cut. The fluorescent Ferrari red paint, applied by a renowned restoration shop, highlights the distinctive aerodynamic flowing lines of the 248 F1.

For the Ferrari owner or F1 aficionado, this unique piece is without equal. It displays the superb visual form of one of Ferrari's most successful Formula 1 cars whilst also honouring the greatest racing driver of all time. Included, along with a custom shipping crate and mobility trolley, is also a full-size recreation of the lap board celebrating Michael's 90th and Ferrari's 190th Formula 1 victory, at the 2006 Italian Grand Prix. It would certainly be a striking addition to any connoisseur's collection or gallery.





108

THE OFFICIAL FERRARI OPUS DIAMANTE EDITION

€60,000 – €90,000

OFFERED WITHOUT RESERVE

852 pages

Weight: 37 kg

51 × 51 cm

Limited to one copy per country, this ultra-exclusive book is bound in hand-stitched red leather adorned with 30 carats of high-quality diamonds and a diamond-encrusted Prancing Horse. It comes encased in a black, holographic carbon-fibre clamshell box. Exclusive highlights include individually numbered silver-foiled pages bearing the signatures of several Ferrari racing drivers past and present, two-meter long fold out photographs and of course, the luxury of owning what may be the most exclusive book in the world.



109

FORD GT40 CHILDREN'S CAR

€12,000 – €20,000

OFFERED WITHOUT RESERVE

244 × 91 × 71 cm

Built to inspire and imbue young drivers with a passion for racing, this children's car is modelled after Ford's Le Mans-winning GT40. It is equipped with a 150-cc petrol engine and can reach speeds of up to 30 mph. This mighty children's car features vented disc brakes, working headlights and a GRP body over a custom box section chassis. Custom hand-stitched leather adorns the interior, as well as a working horn and dash-mounted key start.



110

BUGATTI TYPE 52 RECREATION

MANUFACTURED BY HANS WINKLER

€13,000 – €17,000 OFFERED WITHOUT RESERVE

Scale: 1:2

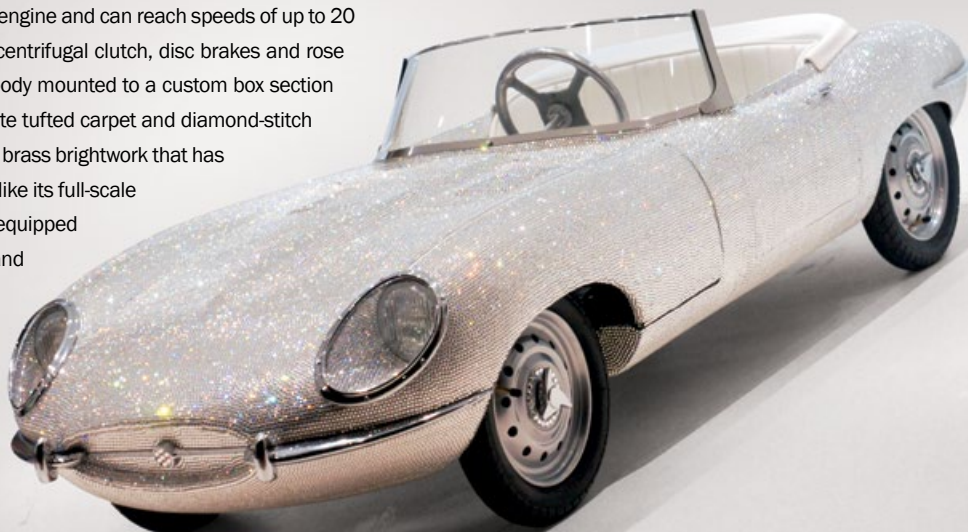
Arguably the most accurate replica outside of the Molsheim-built originals, this Type 52 reproduction spares no detail and has never been used since delivery. Hans Winkler, the noted Bugatti marque specialist, built 11 exacting recreations. This is the ninth such example and is appropriately stamped on many of its components.

It is powered by a 12-volt electric motor that is geared to the rear axle with a forward and reverse switch on the dashboard. The car features hand-polished cast aluminium GP wheels clad with rare Dunlop Cord Juvenile tires. The front axle is cast aluminium, polished correct to the original pattern and the iconic Bugatti T35 radiator is an exacting replica, constructed in brass and plated in nickel. The car's all-aluminium body is finished in the iconic colour combination of classic Bugatti blue and finished with a burgundy leather interior.

111 JAGUAR E-TYPE CHILDREN'S CAR

€40,000 – €50,000 OFFERED WITHOUT RESERVE | 198 x 91 x 61 cm

Adorned in 95,000 hand-applied Swarovski Xirius cut crystals, this stunning children's car is modelled after the iconic Jaguar E-Type roadster. It is equipped with a 45-cc petrol engine and can reach speeds of up to 20 mph. Furthermore, it features a centrifugal clutch, disc brakes and rose joint steering, as well as a GRP body mounted to a custom box section chassis. The interior features white tufted carpet and diamond-stitch panels. The exterior exhibits solid brass brightwork that has been beautifully chromed, much like its full-scale complement. The car is also equipped with working headlights, horn and pull start with a dash-mounted on/off switch.



112 LOTUS ELAN CHILDREN'S CAR

€13,000 – €17,000

OFFERED WITHOUT RESERVE

259 x 114 cm



This magnificent miniature was built by noted children's car manufacturer Violetta. This delightful Lotus Elan is presented in a red and white two-tone livery over black leather upholstery. It is fuelled by a Honda 160-cc engine and comes fully equipped with an automatic clutch and disc brakes. The car can reach speeds of up to 30 mph while comfortably fitting two small passengers on the cushioned seats. A full instrument panel, working headlights, rear license plate and correct badging complete the illusion of a real Lotus.

113

FERRARI F2007 ENGINE COVER

€8,000 – €12,000

OFFERED WITHOUT RESERVE



From the 2007 Formula 1 World Championship season

Signed by Jean Todt, Stefano Domenicali, Felipe Massa and Kimi Räikkönen

Presented in rare 'Marlboro' livery; as worn in only three races

The F2007 is the 53rd single-seater built by Ferrari to compete in the Formula 1 World Championship. The project, dubbed internally the 658, is best known for providing Kimi Räikkönen with his first World Championship title and Ferrari with its first Constructors' Championship since Michael Schumacher and the Scuderia won both in 2004. The F2007 was unveiled to the public on 14 January 2007 at the Fiorano test track in Maranello, Italy.

Interestingly, Ferrari were the only team to receive tobacco sponsorship for the 2007 season. In order to circumvent the European tobacco advertising ban, their cars did not feature the Marlboro brand name. Rather, a simple red and white 'barcode'

was used throughout much of the season. However, Ferrari did feature the Marlboro logos in the Bahrain, Monaco and China Grand Prixes.

Offered is a fascinating piece of Scuderia Ferrari and Formula 1 history, a rear engine cover from the highly successful F2007. As noted, this piece features unusual Marlboro livery, which was only worn for three races in the 2007 season. It is also finished in Rossa Corsa, as opposed to the lighter Marlboro red, that the cars wore starting with the Monaco GP. The engine cover was given to the consignor by the then general manager of Scuderia Ferrari, Jean Todt, as a special thank you for the integral part he played in the 'Spygate' controversy that shook up Formula 1 that year. The gift was also signed by Todt and the then incoming team principal Stefano Domenicali, as well as the 2007 team drivers Felipe Massa and Kimi Räikkönen.



1960 CHEVROLET CORVETTE

114

**Desirable 283/270 with dual carburetors;
retains its original engine**

NCRS Top Flight Award Winner in 2009

**Beautifully and authentically restored;
ready to drive and enjoy**

An excellent example of America's Sports Car, this first-generation Corvette is a quad-headlight 1960 model, equipped with the highly desirable 270 bhp iteration of Chevrolet's 283-cu. in. V-8, topped with dual four-barrel Carter carburetors. Options include the highly sought-after four-speed manual transmission, along with a Wonderbar radio and removable hardtop.

Finished in understated Horizon Blue with white coves and a soft turquoise interior, this car retains its matching-numbers original engine and has

received a Top Flight Award in National Corvette Restorers Society (NCRS) judging in May of 2009. Considered to be the gold standard of Corvette judging and authenticity, their processes are known for strict attention to detail. Earning a Top Flight Award requires earning 94% of 4,500 available points during a thorough check of not only the car's finishes, but also its operational condition.

With the previous European owner keeping the car at his home in Spain, it was fitted there with an electronic ignition to improve its reliability and drivability. Upon its acquisition by the consignor in 2014, the car was imported to France and subsequently registered for the road.

Top Flight Corvettes can be difficult to come across in Europe, and as such, this Corvette warrants special consideration. It would surely make for a lovely warm-weather driver in sunny locales.

CHASSIS NO. **00867S105903**
ENGINE NO. **105903 F0311CU**

€90,000 – €120,000

DOCUMENTS



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



115

1992 LANCIA DELTA HF INTEGRALE EVOLUZIONE 'VERDE YORK'

CHASSIS NO. ZLA831AB000576497

€90,000 – €130,000

DOCUMENTS



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

Long-term ownership

Italian delivered, 11,500 km covered since new

Rare and desirable 16-valve, non-catalysed version

One of the most iconic limited-edition Delta Integrales produced

The Delta Integrale EVO I (or Deltona, as it is affectedly dubbed by its devoted fanbase) is perhaps the most iconic modern Lancia ever made. Emerging victorious after a shocking six World Rally Championships in a row between 1987 and 1992, Lancia celebrated this success with a series of special limited editions, each showcasing a unique colour and interior trim.



The Verde York is perhaps one of the most desirable and attractive of those special editions, with its distinctive dark green finishing and cream leather upholstery. It was released in the summer of 1992 and was designed to 'put special emphasis on the values of performance and technical sophistication' for Lancia's more discerning customers.

This particular Delta Integrale is one of only 200 16-valve, 210-bhp non-catalysed Verde Yorks ever produced. It was delivered new in Italy in November 1992 and was rarely used by its original owner, until he finally parted ways with it in 2017. Even the protective plastic was kept in place on the carpets. The car is fresh out of a full and

comprehensive service at a cost of €12,000, which included a new clutch, brake service, cooling system, new rubber bushings in the suspension, oil change and a complete detailing. It comes with original owner's manuals and invoices for the recent services.

Truly fantastic cars to drive with a link to some of the most iconic rally cars of all time, Delta Integrales have always had a strong following, and low-mileage, highly original examples, such as the lovely 'Verde York' Integrale presented here, are always in demand. Finding a better example would certainly be difficult.





116

CHASSIS NO. **13183**
ENGINE NO. **B 272**

€ 550,000 – € 650,000

DOCUMENTS



US Title
See page 6 for VAT status explanation.

◇ 1970 FERRARI 365 GTB/4 DAYTONA BERLINETTA COACHWORK BY SCAGLIETTI

European specification with Plexiglas nose

Equipped with desirable factory air-conditioning

Documented by Ferrari historians Marcel Massini and Jarrett Rothmeier

Recently freshened restoration

The 1968 Paris Salon ushered in a new era of design and cutting-edge performance for sports cars, as it was the event where Ferrari unveiled the new 365 GTB/4 Berlinetta. Everything about the Daytona was cutting edge, and it signalled to the world, and especially to Lamborghini, that Ferrari was here to stay. While the Lamborghini Miura P400 pushed the limits of performance through utilizing a mid-engined layout, Ferrari was persistent that its two-seater front-engined V-12 formula was capable of more extreme performance, and the 365 GTB/4 proved it.



Nicknamed 'Daytona' by the press and other automotive enthusiasts in celebration of Ferrari's incredible 1-2-3 finish at the 1967 24 Hours of Daytona, the Daytona certainly did not disappoint in terms of performance. Capable of producing 352 hp at 7,500 rpm from its magnificent V-12 engine, it could spring to 60 mph from a standstill in 5.4 seconds. Top speed was an incredible 174 mph, making the Daytona the world's fastest production car, with a top speed three mph faster than the Miura P400.



The Daytona was a dramatic departure in terms of styling compared to the 275 GTB. Instead of voluptuous round fenders and proportions, the Daytona was noticeably more angular and aggressive, utilizing flip-up headlights. Nevertheless, it was instantly recognizable as a Ferrari and helped to push the brand's design language forward. Design elements first seen on the Daytona carried through to a number of models for many years.

Ferrari historians have confirmed that chassis no. 13183, offered here, was completed at Maranello on 5 February 1970. Finished in Rosso Chiaro (20-R-190) with Nero (VM 8500) leather interior, the left-hand-drive 'Euro-spec' car was fitted with the early Plexiglas nose and delivered to dealer Romeo Pedini in Perugia, Italy, and was first purchased by a Mr Rossi later in the month of February 1970. It was equipped with highly desirable factory air-conditioning as well as power windows, a radio and knock-off Cromodora alloy wheels.

The car was exported from Italy to the U.S. in the late-1970s and confirmed to be in the ownership of Avi R. Brand of Woodbury, New York, in 1979; later it was sold in 1982 to an undisclosed owner, who offered the car for sale with Graham Cox, Hallandale, Florida, and Motorcars International of Springfield, Missouri, in 1994. *Ferrari Market Letter* ads described it as '365 GTB/4, S/N 13183 (1970 Euro prod.). Red with tan interior. Plexiglass nose, Borrani wire wheels, factory a/c. Same owner since 1982. 38,409 miles. Extremely nice and original. Don't miss this one.' Another *Ferrari Market Letter* ad shows the car offered in California in April/May 1995; it was then sold to a collector in Japan later that year.

An older restoration, the car has received a cosmetic freshening and remains in its as-delivered configuration and colour combination. It is equipped with highly desirable factory air conditioning, power windows, radio and Michelin XWX tires on knock-off Cromodora alloy wheels and is described as being very correct overall providing solid driving performance.

As an iconic Ferrari equipped with rare factory air conditioning, the early Euro-spec Plexiglas nose and restored in its original colours and configuration, this is an outstanding example worthy of a collector who will enjoy driving his or her car as it was intended.







117

1984 DE TOMASO PANTERA GT5

CHASSIS NO. THPNCU09342

€175,000 – €200,000

DOCUMENTS



German Fahrzeugbrief

See page 7 for VAT status explanation.

One of around 175 Pantera GT5s built

Equipped with all factory options

Known ownership history from new

Recently serviced and ready to be enjoyed

As one of the world's first true supercars, the De Tomaso Pantera needs little introduction. Coupling Ford power and reliability with stunning Italian bodywork, the package was without question an enthusiast's dream. Beautiful to behold and thrilling to drive on public roads, yet equally competitive in motorsport (as well as historic racing today), it is the quintessential Italian-American hybrid.

One of fewer than 200 original GT5s produced, this particular example is equipped with all available factory options, including the highly desirable Group 3 racing engine, exhaust, brake and suspension systems, as well as the hugely rare and desirable sport seats. These specifications bring the car very close to its Group 3 sibling, giving it a total output of 400 bhp. The optional delta wing, not currently on the car, is included in the sale. The car's originality is confirmed by documentation provided by RS Corse Srl, the successor company to De Tomaso. The black livery, burgundy interior and gold Campagnolo wheels combined with the muscular bodywork and the always impressive 404-bhp 351-cid Ford V-8 engine make this a truly desirable automobile.

Perhaps the most impressive part of this Pantera is its thoroughly documented ownership history. It spent its entire life in Germany under the care of just seven owners from new. The car's first owner, the Bad Homburg leatherwear business Koenigsteiner Handelskontor, used the car for marketing until 1986, when it was first registered for the road. It is worth noting that the car's history file includes the original Fahrzeugbrief from 1984 and its first registration from 1986. Over the years, the car passed through a succession of owners, including Gerold Winkelmaier of Aschaffenburg, Alois Wuerzburger of Bad Homburg and Andreas Tomaschek of Scheidegg. In 1990, Herr Tomaschek passed the car onto Anton Rief of Offenbach, who owned the car for some 14 years before passing it on to the well-known De Tomaso collector Veit Wilhelm in 2014.

This impressive and important Pantera has recently been serviced, making this an ideal example for inclusion in any of the finest sports car collections.





118

1956 MORETTI 750 GRAND SPORT BARCHETTA

CHASSIS NO. 1612

€200,000 – €250,000

DOCUMENTS



Bill of Sale

See page 6 for VAT status explanation.

Previous participant in the 2014 Le Mans Classic and 2013 Mille Miglia Storica

Concours restored in the early 2000s, and presented at Pebble Beach in 2002

Professionally prepared for historic motorsports events and highly eligible

The 750 Grand Sport was a small gem by Turinese manufacturer Moretti, who was part of the constellation of Italian etceterini manufacturers of the 1950s. Known for its lively twin cam engine, the 750 Grand Sport was produced both as a Barchetta and as a GT Coupè for racing. This particular car boasts Barchetta bodywork and is said to be one of three wearing this body style, with coachwork believed to be attributed to Motto.

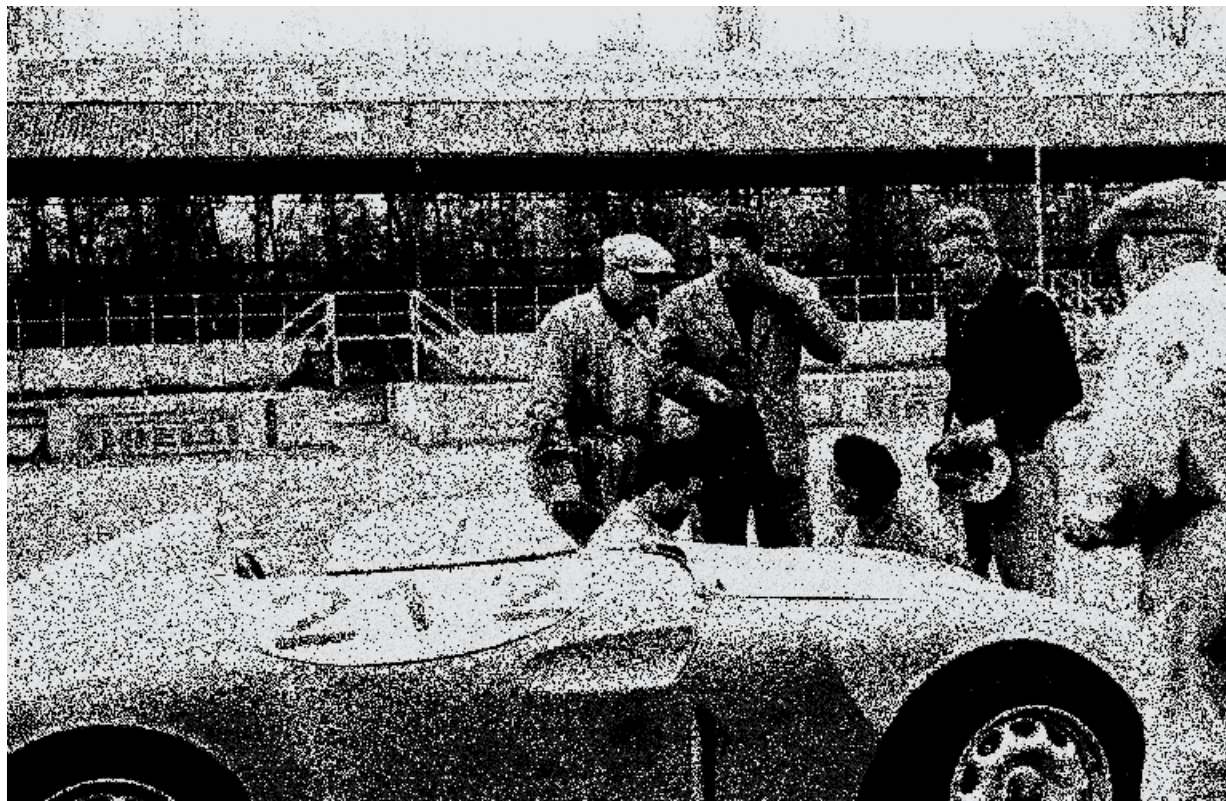
Chassis 1612 is believed to be the only example with a round tube chassis of a *'traliccio di tubi'* type. The vast majority of Morettis had boxed chassis and occasionally tubular sub-frames. Tracing the early life of this car is not easy, however period pictures do provide some indications of a possible competition career. In the 1956 Mille Miglia, a Moretti was entered with race number 156. Period images show a car with the same body style and fin-type headrest. It is highly possible that this is indeed chassis 1612, however conclusive proof is sadly unavailable as the cars were entered without chassis numbers.

After its early life in Europe, chassis 1612 was sold and travelled to the U.S. West Coast where it did some racing in Southern California through at least 1960. The car became well known in the USA and was recorded by John De Boer. The car remained dormant for a number of years

before it was discovered, remarkably complete and original with photos on file, and subsequently restored, later shown at the Pebble Beach Concours d'Elegance in 2002. Sold to Italy later that same year, the current owner purchased the Moretti in 2012 with the intent of going racing, and it has since competed in the 2014 and 2016 Le Mans Classic and the 2013 Mille Miglia.

In the current owner's custody, the car has been fully and professionally prepared by G-Cat Racing in the UK with a view to making the car as competitive and reliable as possible. As part of this preparation, the engine, gearbox and suspension were all rebuilt, a competition clutch was fitted, and a new set of magnesium alloy wheels were cast. The period instruments were removed and replaced with modern equivalents for reliability, however period instruments are included in the sale. The car successfully competed at the Le Mans Classic in 2014 and the Mille Miglia Storica in 2013.

With its proven eligibility for the best events in the world, this rare and incredibly fun-to-drive 750 Grand Sport is ready for the track.



TG Moretti as seen at Monza in 1956. Courtesy of the Owner



119

1988 ASTON MARTIN V8 VOLANTE

CHASSIS NO. **SCFCV81C1JTL15669**
ENGINE NO. **V/585/5669**

€200,000 – €240,000

DOCUMENTS



Swedish Registreringsbeviset
See page 6 for VAT status explanation.

Only two owners from new

Complete with original four-piece luggage

Looking to satisfy demand for an open-top iteration of the V8 Coupe, Aston Martin unveiled the V8 Volante in June of 1978. The Volante remained in production for 11 years, and whilst engineering development continued over its production run, the muscular character of the car remained the same.

In 1983, the V8 range received several substantial improvements, which included revised heating and ventilation controls, and BBS alloy wheels. Aston Martin later introduced an updated model, designated the Series V, in January 1986, which featured Weber/Marelli electronic fuel injection. This technology allowed for a restyled flat bonnet, which many customers found more pleasing to the eye.

Delivered new to Sweden, this V8 Volante is one of the 216 examples equipped with the Weber electronic fuel injection. It is also just one of 113 built post-1988 with the Federal catalysed engine for the export market but was thankfully delivered sans the rubber bumpers of the North American vehicles. Built especially for the original owner and with its second custodian today, this V8 Volante still remains as new in its original colours of Burnham Green with a Natural hood and interior.

With an odometer showing just 27,000 km and the original four-piece luggage set, a nicer V8 Volante would be hard to find.





120

1935 FIAT 508 CS 'BALILLA' BERLINETTA AERODINAMICA

CHASSIS NO. **508S 0760 19**
ENGINE NO. **CS 000609**

€395,000 – €495,000

DOCUMENTS



Swiss Carte Grise

See page 6 for VAT status explanation.

Driven in the 1936 Mille Miglia by Alberto Comirato and Lia Dumas

Beautiful factory Berlinetta Aerodinamica coachwork; one of 11 known

Reportedly the only surviving Berlinetta Aerodinamica to compete in the Mille Miglia

Wonderful restoration and historical documents; proven Mille Miglia Storica entrant

Exhibited in the Museo Mille Miglia

Regarded as Italy's first genuine subcompact automobile, Fiat's 508 holds an important place in the country's automotive history and was developed by some of the country's best engineers. In 1934, Fiat sought to build a competition car based upon its successful Balilla Coppa d'Oro to be used in rallies and other events yet desired a closed car to combat foul weather early in the season. This lovely car was the result.



The Berlinetta Aerodinamica was a very rare style, designed by the famed Mario Rivelli de Beaumont, tested in the aerodynamics labs of the University of Turin, and built by Fiat's own Carrozzeria Speciale. It was built on the 508 CS chassis with a revised cylinder head and new carburettor, providing 36 hp, as well as a four-speed gearbox and modern hydraulic brakes. Only 11 examples of the style were produced, and this example is the only surviving example known with original Mille Miglia history.

Chassis no. 076019 was built in 1935 and originally delivered to Francesco Borgo of Venezia. It was subsequently sold in January 1936 to Alberto Comirato, who participated with his wife, Lia Dumas ('Queen of the Mille Miglia'), in the 1936 Mille Miglia, where they finished 2nd in class and 14th overall. They were featured with the car in period press on the event. That same year, they finished 5th in class at the Corsa Internazionale allo Stelvio. This was just the start to the Mille Miglia careers of the couple, who would continue to race Fiats and finished 2nd overall in the event in 1948.



The Balilla as seen during the 1936 Mille Miglia.

Courtesy of the owner



The car has a continuously known and traced history since, remaining with owners in Italy, including many years in the famous collection of the Agusta family (of motorcycle and helicopter renown), as chronicled on its FIVA Identification Card and accompanying history file. Following its acquisition by the current owner in 2014, it has since been displayed and driven in several historic events, including the Mille Miglia Storica in 2016. Prior to this significant outing, the car was completely mechanically restored and as a testament to the work completed, it finished amongst the first 100 cars across the line and the 11th of the 84 original Mille Miglia entrants competing. Restoration to the bodywork to concours standard followed, with utmost attention towards originality.

More recently, the car has been exhibited in the Museo Mille Miglia in Brescia alongside other competitors in the fabled race. It is featured in the Registro FIAT and accompanied by the aforementioned history file, which includes its original 1936 participation medal, photos, entry documents and press articles.

Amongst the most sought-after and desirable of pre-war Fiats, this charming little Balilla is without doubt one of the most desirable of its kind, thanks to its stunning Aerodinamica bodywork and both period and current-day Mille Miglia provenance. This would surely be a thrilling addition to the collection of any aficionado of Italian design and motorsport history.



La Gazzetta dello Sport

Feridinando Minerva, lo sportivo occupato, in coppia con Morandi
L'11.11.1924, nel 10° numero della Gazzetta dello Sport, si pubblicò la cronaca della prima Mille Miglia, la gara che si svolse dal 1924 al 1925, organizzata da Franco Mazzotti.



MILLE MIGLIA
COPPA FRANCO MAZZOTTI

MILLE MIGLIA
COPPA FRANCO MAZZOTTI

MILLE MIGLIA
COPPA FRANCO MAZZOTTI



121

1974 FERRARI 365 GT4 BB

CHASSIS NO. **17983**
ENGINE NO. **00152**

€350,000 – €400,000

DOCUMENTS



UK V5

See page 6 for VAT status explanation.

One of only 387 examples built – the lightest, purest and rarest Berlinetta Boxer

**Matching-numbers example, with original interior
Desirable Bianco Polo and Pelle Blu colour scheme**

In 1973, Ferrari introduced the road-going interpretation of its phenomenal 512S endurance prototype racer. Showcased as the nemesis in Steve McQueen's celebrated film *Le Mans*, the 512 was powered by a highly advanced horizontally opposed 12-cylinder engine. A derivation of the competition motor was soon integrated into Ferrari's next flagship road car, which had been delayed due to the popularity of the 365 GTB/4 Daytona.

Named for the displacement of a single cylinder, as well as its four-cam overhead valve actuation, the 365 GT4 BB was the progenitor of two decades of flat-12 production models, eventually culminating in the legendary Testarossa designs. In the short term, the model was the first of a family of berlinetta boxers with increasingly powerful engine specifications. The resulting rarity of the



365 GT4 BB has made the model particularly desirable among enthusiasts around the world, particularly as the incredible-sounding carburetted engine was later phased out and replaced by a fuel-injected development. With production of the Ferrari 365 GT4 BB totalling just 387 examples, the first berlinetta boxer was, and remains, the lightest, purest and rarest of the berlinetta boxer family.

This 365 GT4 BB, as documented by Ferrari historian Marcel Massini, was completed at the Ferrari factory on 10 June 1974, wearing Scaglietti body number 168. It was finished in Bianco Polo with a Pelle Blu interior. This GT4 BB is still presented in its original colour and with an original, well-patinated interior. Delivered new in June 1974 to Motor S.A.S. di Carla Allegretti in Rome, Italy, it was sold in early 1975 to its first owner, Mr Norelli, a 23-year-old Italian resident in Cosenza, Italy. Retained by Mr Norelli for 12 years, until January 1987, it was sold to its second owner in Rome, who then subsequently sold the GT4 BB to its third owner, Rome-based aluminium manufacturer Comital, in February 1988. After the Comital business closed in 1996, this GT4 BB made its way to Sweden, in the hands of John Helenius.

Now showing less than 44,000 km on the odometer, this highly original, matching-numbers Ferrari 365 GT4 BB presents astute collectors with the opportunity to own an example of the rarest and most pure of the berlinetta boxers. The 365 GT4 BBs have always been – and are likely to remain – highly sought after, both for their incredible looks and impressive driving characteristics. This example is no exception, being presented in such a rare colour specification with its beautifully patinated original interior.

Please note that at the time of cataloguing, Classiche certification has been applied for.









122

1955 JAGUAR XK 140 SE FIXED HEAD COUPÉ

CHASSIS NO. **S 814488**
ENGINE NO. **G 4243-8S**
BODY NO. **J 4764**

€90,000 – €120,000

DOCUMENTS



Swiss Carte Grise

See page 6 for VAT status explanation.

Offered from a private collection

Retains its original engine

Single-family ownership from 1956–1998

Previous JCNA Concours award winner

Following the six-year run of the XK 120, Jaguar improved upon the successful design. The new XK 140 debuted with the engine moved forward three inches, increasing legroom and allowing for the inclusion of two small rear seats. The 190-hp engine from the XK 120 became standard on the new model, producing top speeds of 120 mph during testing.



This XK 140 SE Fixed Head Coupé is optioned with the highly desirable, 210-hp Special Equipment version that featured the C-Type cylinder head. According to the Jaguar Daimler Heritage Trust, the XK 140 was ordered through A&M Kooheji, the Jaguar distributors in Bahrain, for personal export delivery. Registered in the UK briefly, shortly thereafter it was sold to a California owner, in whose family it remained for more than 40 years. In the 1990s, the car received a body-off restoration to the highest standards by renowned Jaguar specialist Mike Wilson in Visalia, California,

and was used only sparingly thereafter. Post-restoration, the Jaguar won numerous awards, including 2nd overall in the highly competitive Jaguar Club North America Championship. At the time of its sale in 2011, the XK 140 was described as one of the best in the world.

Entirely authentic, with its original engine, it is finished in the original and very desirable colour combination of Battleship Grey paint and a red leather interior.





123

2008 FERRARI 430 SCUDERIA

CHASSIS NO. ZFFKZ64B000163729

€200,000 – €240,000

DOCUMENTS



Form 13.20 A

See page 6 for VAT status explanation.

Offered from a private collection

Under 2,000 km from new

Desirable radio-delete example

Following in the 360 Challenge Stradale's footsteps, the 430 Scuderia was to be the lightweight, track-ready variant of Ferrari's F430 coupé. Aside from being slightly lighter and more powerful than its predecessor, the 430 Scuderia boasted a faster-shifting gearbox, increased overall downforce and carbon ceramic brakes as standard.

Presented in a tastefully subtle Argento Nürburgring over Nero Alcantara interior, this particular 430 Scuderia is fitted with Scuderia shields, a yellow tachometer and four-point racing harnesses, along with the 'radio-delete' option, focusing the

driver's attention on the V-8 positioned directly aft of the cabin. Delivered in January of 2009 to its native Italy, the car was purchased by a collector in Italy by at least 2013 before being acquired by its current custodian three years later. Upon his acquisition, the car was shipped to Motor Service S.r.l of Modena in February of 2017 to be serviced, which included an oil and brake fluid flush, as well as fitting a set of new tyres.

Seldom driven over the course of the last five years, the car presents in exceptional condition throughout, having been driven less than 2,000 km since it left the factory in Maranello. With an instantly discernible bump in performance, this would be a brilliant car to drive and enjoy as the ultimate iteration of the F430 platform.





124

1965 MASERATI MISTRAL 3.7 COUPÉ

CHASSIS NO. **AM 109 528**
ENGINE NO. **AM 109 528**

€175,000 – €225,000

DOCUMENTS



Cancelled Italian Libretto
See page 6 for VAT status explanation.

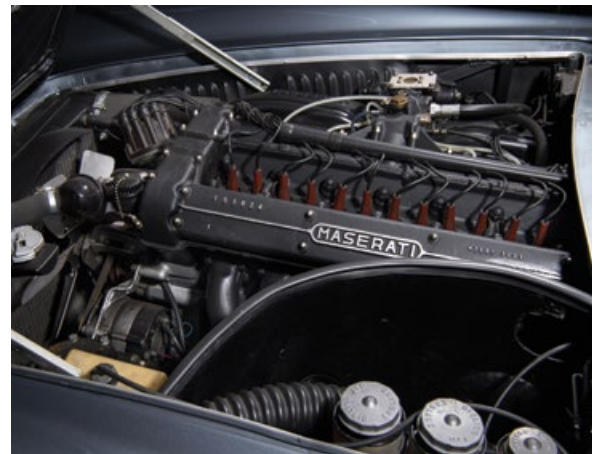
Offered from a private collection

One of just 383 built with a 3.7-litre engine and manual gearbox

Retains its original engine

Maserati was building upon the success of the 3500 GT and Sebring when it commissioned Pietro Frua to design a new body to be placed upon an updated Tipo 109 chassis. The new two-seat coupé was named 'Mistral', after the strong winds blowing from the Mediterranean coast in the South of France.

The Mistral was an instant success, and a steady flow of orders ensured that the car remained in production until 1970. Offered here is one of the



earlier-model cars, with the increased engine displacement of 3.7 litres. Delivered in October 1965 to its first owner in Chiasso, on the Swiss/Italian border, AM109 528 was born with the desirable manual gearbox and was originally finished in Grigio New Market over Black leather.

Despite its commercial success, as with many Italian sports cars of the era, build numbers were small. In fact, this Mistral is one of just 383 coupés with the 3.7-litre engine, ensuring it is an uncommon sight both on the road and at classic events.

This is a fine example of a model which was often overlooked by enthusiasts in the past yet which boasts a loyal following from those who appreciate its level of sophistication and character.





125

1984 FERRARI 512 BBi

CHASSIS NO. ZFFJA09B000049533
ENGINE NO. 00825

€225,000 – €275,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Swiss Carte Grise
See page 6 for VAT status explanation.

Retains its original engine

Less than 11,750 miles from new

Includes its original books and tools

Introduced at the 1981 Frankfurt Salon, the new 512 BBi brought about only a handful of updates over its predecessor, mainly the replacement of carburetors for Bosch K-Jetronic fuel injection. For many clients, the addition of the fuel injection was a welcome change, and the 512 BBi is often considered to be the most liveable of Ferrari's Berlinetta Boxer models. Performance benefits include 20 additional foot-pounds of torque, and the car proved to be much more tractable overall.



Cosmetic differences were minimal and included the addition of exposed driving lights on the nose and rectangular parking lights at the rear adjacent to the exhausts. By 1984, Ferrari had introduced the all-new Testarossa as the Berlinetta Boxer's replacement, and when production came to a halt, only 1,007 were built. The example offered here is one such car produced for the 1984 model year and therefore one of the last.

which it retains to this day. After departing California, the car became part of a Ferrari collection in Switzerland and was purchased by its current owner in 2014. In August of that year, the car received a cam belt service and a full fluid flush. Showing under 11,750 miles on its odometer, the 512 BBi presents exceptionally throughout. It is accompanied by a full set of books and manuals, along with a tool roll.

Delivered new through La Jolla Ferrari in January of 1984, chassis no. 49533's first owner was Lawrence D. Englehart of Santa Ana, California. It was finished in the traditional Ferrari colour scheme of Rosso Corsa over a Beige leather interior,





126

2014 PORSCHE 911 CARRERA S MARTINI RACING EDITION

CHASSIS NO. **WP0ZZZ99ZES114574**

€140,000 – €160,000

OFFERED WITHOUT RESERVE

DOCUMENTS



Swiss Carte Grise

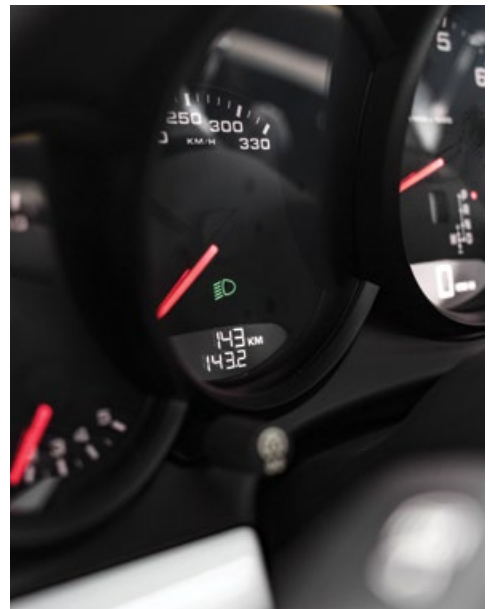
See page 6 for VAT status explanation.

Offered from a private collection

Two owners and under 200 km from new

One of just 80 examples produced and one of 40 finished in Carrera White

With Martini being arguably the most iconic livery worn by any Porsche, a Martini-liveried Porsche can be found at the top of any enthusiast's wish list. Worn by the dominant 917 and 935, this partnership was short lived, and the two brands separated in the late 1970s. Martini's trademark blue and red stripes would not be seen on another Porsche until 2013, when a Martini-liveried 911 GT3 RSR once again took to the track. For its road-going customers, Porsche quickly seized the opportunity to build a 911 sporting the same iconic colours.





All Martini Racing Edition cars were equipped with the Aerokit Cup, as well as the Sport Chrono package, PCM Navigation system, Bose stereo, full electric seats, sports steering wheel and numerous Martini-inspired interior accents. The cars were only offered to select European markets, as well as China, Japan and Latin America.

Delivered new to a Swiss Porsche collector, this particular Martini Edition Carrera S was seldom driven by him and was kept in virtually as-new condition, driven less than 150 km in his ownership. Purchased by its current owner last year, it remains in virtually as-new condition today.

Only 80 examples were produced, and of those, 40 were finished black with the other half being finished in Carrera White.





127

1993 FERRARI CONCISO CONCEPT

COACHWORK BY MICHALAK

CHASSIS NO. ZFFWA20B000080962

€100,000 – €120,000

OFFERED WITHOUT RESERVE

DOCUMENTS



Belgian Certificat d'Immatriculation
See page 6 for VAT status explanation.

Offered from a private collection

A true one-off by Michalak

Shown at the 1993 Frankfurt Motor Show

Even the most dedicated tifosi could be forgiven for not recognising the 1989 Ferrari 328 Conciso concept. Built for Bernd Michalak's Design Studio of Mainz, the Conciso is a one-off monument to their mantra of 'athletic with not an extra ounce.'

To create its showpiece, Michalak took a low-mileage 328 GTS and removed everything, barring the original drivetrain and running gear. They clothed the chassis in an aluminium alloy bodyshell, featuring no doors, no weatherproofing, an impossibly low-cut windshield and a minimalist interior.



A 30% weight savings ensued, which brought about significant performance gains to accompany the striking wedge-shaped aesthetics: 0–100 km/h in five seconds and a claimed top speed of 278 km/h.

Despite being awarded second prize at the 1994 Eurosign Design Awards, this is the only 328 Conciso ever built. Subsequently, Michalak sold the car to a prestigious collection in North America where it lived until 1998. It subsequently passed into the hands of a Belgian collector, who displayed the car as his favourite ornament in his living room. Scarcely ever allowed out, the car is presented in immaculate condition. In 2014, it was given a full service and new tyres and gained its open-road homologation status. It is sold with two original racing helmets, Belgian homologation documents, period photographs and Michalak design paraphernalia.

A unique piece of 1990s coachbuilding, this one-off special would be a compelling addition to any Ferrari collection worldwide.





128

*1952 LANCIA AURELIA B20 GT COUPÉ SERIES II COACHWORK BY PININ FARINA

CHASSIS NO. **B20-1824**
ENGINE NO. **B20-3074**

€120,000 – €150,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.

2015 mechanical overhaul totalling €61,000
Engine updated to 2,500-cc specification
One of only 731 Second Series Coupés produced

The Vittorio Jano-designed Lancia Aurelia was a truly revolutionary design, combining high levels of performance luxury into one attractive and compact package. First offered in 1950 in B10 Berlina guise and joined by the B20 GT two-passenger coupé in 1951, the Aurelia created an immediate sensation.

The brainchild of Lancia engineer Francesco de Virgilio, the Aurelia is also considered the first production automobile to utilise V-6 power. A rear transaxle, a four-wheel independent suspension and radial-ply tyres, a very sporting specification in its day, rounded out the mechanical specification. The sleek



B20 GT Coupé debuted in 1951, and that year placed 2nd in the Mille Miglia and secured a class victory at Le Mans. A podium sweep in the 1952 Targa Florio was followed by victory in the 1953 Liège-Rome-Liège Rally in 1953, handily securing the Aurelia's status as a 1950s sporting great.

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



Originally sold in Italy and registered MC23999, chassis no. 1824 was exported to England in 1960. The first English owner was Mr Michael Clarke, who remembers registering the car 40BLH, as is documented in the UK Continuation Book. Sold in March 1972 to Peter Jackson, the car was reportedly 'tired' and had a seized engine. After an extensive restoration which included a bare metal re-spray, lowered suspension and the addition of ventilated brake discs, Mr Jackson ran the car at circuits, including Snetterton, Zandvoort, Cadwell Park, Zolder, Oulton Park and Brands Hatch. The engine was replaced with a correct B20 GT engine from a

later series, increasing the capacity to 2,500 cc and the power output to 118 bhp.

After two other owners, the car arrived in Switzerland; in 2015, the current owner performed a full mechanical overhaul totalling €61,000. Services included complete engine revision with new pistons, rods, bearings and race camshaft; revision of the carburettors; and replacement of the first two gears, clutch, brake cylinders and electrical work. Complete invoices for this work are included, as is the 1960 UK logbook, and a 1986 FIA HTP.





129

1959 MG MGA TWIN-CAM

CHASSIS NO. **YD1/1626**
ENGINE NO. **166B-U-H 1246**
GEARBOX NO. **3907**
BODY NO. **68627**

€90,00 – €120,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Form 13.20A
See page 6 for VAT status explanation.

Prepared by the MG competition department

Fascinating, well-documented ownership history on three continents

This MGA Twin Cam's fascinating history starts in March of 1959, when it was originally built and dispatched to the competition department. Heritage records confirm that it had no engine number at this time. Dispatched the following month, it is believed to have competed at the 1959 Tulip Rally starting on the 27th of April. Subsequently, according to Ralph Clarke, BMC & Leyland South Africa's technical director, Albert Sydney "Syd" Enever had this car shipped to George Tuck in South Africa the following month for the MGA promotion and publicity project.





In a letter included in the car's history file, Clarke notes that the car was fitted with a handful of interesting competition features, including a large rev counter, a short windscreen, a large fuel tank with boot-mounted fuel pumps, and a competition type fuel-filler fitted to the boot lid. In South Africa, it remained mostly on display and was occasionally campaigned in small, local events, mainly driven by part-time competition driver Peter White, as well as John Philips and Roddy Turner.

At some point in the early 1960s, its twin-cam engine was replaced with a 1600 push-rod engine. After Tuck's promotion

and use of the Twin-Cam came to an end, it is believed that the car was sold to Peter White, who continued to enter the car in local events near his home in the Eastern Cape. Subsequently owned by D. Garner, the local BMC publicity manager, the car stayed in South Africa until 1974 and then emigrated to Canada. There it remained with a handful of owners until 1988, when it was imported to the U.K. before being purchased by its present owner some 25 years ago.

A highly compelling MG in every way, this lovely twin-cam offers seemingly limitless possibilities for its next custodian.



YD1/1626 at the 1959 Tulip Rally. *Courtesy of Jan de Beus*



130

2008 ALFA ROMEO 8C COMPETIZIONE

CHASSIS NO. **ZAR9200000044558**

€200,000 – €250,000

DOCUMENTS



Kuwait Vehicle Registration Document
See page 6 for VAT status explanation.

Single ownership and less than 3,100 km from new

Recently serviced

One of only 500 examples built

Alfa Romeo's most iconic automobile of the 21st century



Alfa Romeo's new halo car for the 21st century, the 8C Competizione concept first broke cover at the 2003 Frankfurt Auto Show, where it was met with instant fanfare from the general public and automotive press alike. Executives quickly took notice of this and a production version was announced three years later at the Paris Motor Show. With voluptuous bodywork made entirely of carbon-fiber sitting atop a space-frame chassis, its engineering was truly just as stunning as its looks. Power came from a Ferrari and Maserati-derived 4.7-litre V-8, producing 450 bhp. This was mated to a six-speed manual gearbox with paddle shifters. Production was limited to 500 examples despite nearly 1,500 orders being received, speaking to the car's desirability.

Finished in the desirable Competition Red Mica paintwork over a black interior with red leather seats, the car was outfitted with a number of desirable options from new. This includes the satellite navigation system, three matching red leather suitcases, 'dark shining' alloy wheels, car cover and a fire extinguisher. Purchased new by the current owner, the 8C is currently showing just under 3,100 km from new and presents in lovely condition throughout. Just last month, the car was serviced and received an oil change. It is accompanied by its original manuals and two red leather suitcases.

Without a doubt the most breathtaking car to come out of Alfa Romeo in recent memory, the 8C Competizione can be counted amongst the most beautiful cars built this century. A sure-fire modern-day collectible, it is a car that will continue to be adored and appreciated for years to come. Offered from its original owner and with just under 3,100 km from new, this example surely will not disappoint.





131

1959 FIAT 500 N

CHASSIS NO. **110 052639**
ENGINE NO. **110.000 188099**

€20,000 – €30,000
OFFERED WITHOUT RESERVE

DOCUMENTS



UK V5
See page 6 for VAT status explanation.

Equipped with original engine and gearbox

Highly desirable early model “Nuova”

Fully restored in 2015 with recent additional sorting

The famed Fiat “Cinquecento” was initially introduced with a 479-cc, twin-cylinder air-cooled engine, but it lived through various technical modifications over the course of its 18-year production run. The earliest model, the 500 N, is considered by many enthusiasts to be the purest version of the design.

Delivered new to Hungary, this 500 N is equipped with all the rarest elements: front air vents, teardrop side indicators, suicide doors and the

full-length convertible roof. With its original engine, the 500 N was fully restored in 2015 by a specialist who brought the Fiat back to show condition. A bare-metal respray to Fiat light blue finished off the full rewiring and mechanical reconditioning during which the complete brake system was replaced and the starter was reconditioned. After passing to the current owner at the end of 2015, a further £5,500 was spent making sure the 500 N was truly perfect. Kept at the owner’s home in the south of France, it makes for perfect beachside, warm-weather transport for two.

Beautifully presented, this Fiat 500 N is truly an impressive example of an iconic Italian design.



1967 AUSTIN MINI MOKE

132

Offered with 1974 British log book

Subject of a 'no-expense-spared' restoration

Having been rejected by the military, in 1963 BMC turned its attention to the civilian market. Utilising the standard Mini 80-in. wheelbase and a simplistic open body design, the Mini Moke gained popularity as an easily maintained, low-cost utility vehicle.

The Mark I Mokes, like the one on offer here, were stripped back to the essentials. Everything except the driver's seat and the canvas roof were optional – passenger seats, rear seats, sump guards, seat belts and handles were all deemed optional equipment. Invoking its military roots, the Mini Moke was only available in Spruce Green.

Despite the popularity of the Mini Moke due to being highlighted in the television show *The Prisoner*, only an estimated 1,500 vehicles were made for the home market, including the one on offer. The British Motor Museum Heritage Certificate on file lists this chassis as being completed 29 June 1967, marking it as one of the last of the Mark I Mini Mokes. Originally equipped with optional front and rear passenger seats, the Moke was shipped to Central Garage Ltd., Bradford, Yorkshire, in the UK.

The car is supplied with the aforementioned Heritage Certificate, original 1974 green logbook, current UK V5 document as well as old MoT test certificates with the earliest dating to 1974. Having recently undergone a full restoration to original specification with only 54 miles covered since, this Mini Moke is primed and ready for all outdoor activities.

CHASSIS NO. **A-AB1/1037698-A**
ENGINE NO. **8AMFA-U-H 2218**

€20,000 – €30,000
OFFERED WITHOUT RESERVE

DOCUMENTS



UK V5

See page 6 for VAT status explanation.



133

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. **876949**
ENGINE NO. **R4679-9**

€170,000 – €200,000

DOCUMENTS



Bill of Sale
See page 7 for VAT status explanation.

An early E-type Roadster delivered new to the U.S.

Fully restored in its original colour scheme of Black over Red
Matching numbers

Jaguar's E-Type was surely the sexiest car of the 1960s. It followed a proven Jaguar formula: sensational looks and superb performance at an impossibly low price. The XK 120 in 1949 was among the first Jaguars to follow this idea and, by 1961, it was time to bring it back with an all-new car. In place of the voluptuous curves of the XK-series of Jaguar was the E-Type's sensual sleekness, a design that Enzo Ferrari even called 'the most beautiful car ever built'. What remained, however, was the undeniable appeal of the best that Coventry had to offer.



Like the competition-bred D-Type, the new car used monocoque construction: the front of the chassis featured a space frame with steel tubes supporting the engine, the front suspension and the hinged hood and fender assembly, which lifted to provide virtually unlimited access to the 3.8-liter

twin-cam inline six-cylinder engine. It also offered four-wheel independent suspension and disc brakes at each corner for excellent road holding performance. With a top speed of 150 mph and a factory price of just \$6,000, it is no wonder that the E-Type became a motoring icon.

As confirmed by its JDHT Certificate, this E-Type was originally delivered to the U.S. and finished in desirable Black over Red, a surprisingly rare colour specification. Following a comprehensive restoration in its original colours, this particular E-Type presents wonderfully throughout and is an excellent example of the Series 1 3.8-litre Roadster, the earliest and most desirable variant of its model. This E-Type will make a superb choice for touring and will surely make an impression wherever it goes, just as it did when new over 50 years ago.





134

1961 RIVA FLORIDA “DIVERTENTE”

HULL NO. 516
ENGINE NO. 813889

€70,000 – €100,000
OFFERED WITHOUT RESERVE

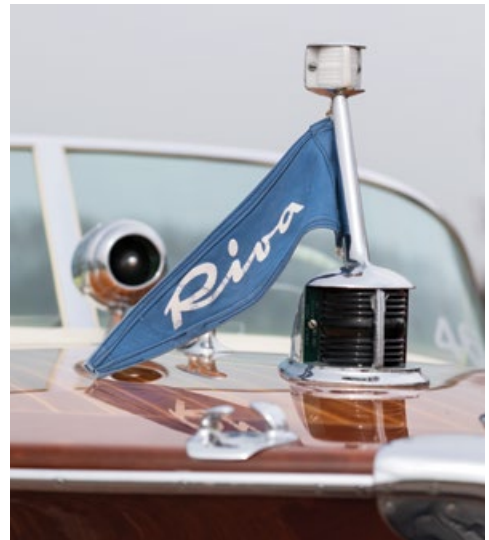
DOCUMENTS



Dutch Kentekenbewijs
See page 6 for VAT status explanation.

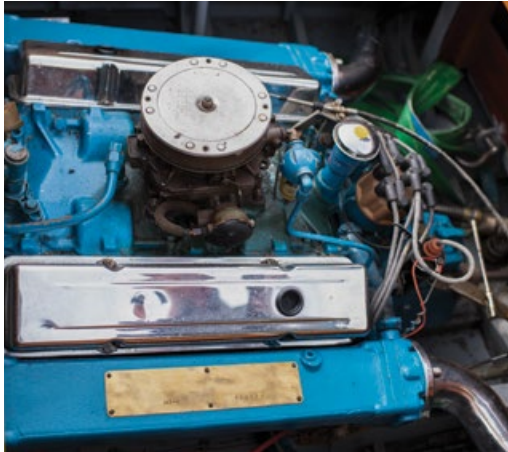
The most practical classic Riva to use
Very original and well maintained
Rare upholstery colour combination

Carlo Riva took over the century-old family boatyard at Sarnico, on Iseo Lake, Italy, at the end of the 1940s. From then on, he expanded the trade from traditional one-off runabouts towards a series of luxurious models, making Riva the number one luxury boat brand in the world, following the path of Chris Craft in the U.S. Riva mahogany boats soon became the favourite of the rich and famous of the time, including movie stars spending holidays on the French Riviera, like Anita Ekberg, Peter Sellers and Brigitte Bardot, who loved to drive her Riva Florida around St Tropez bay.



The name Florida was coined by Carlo Riva in 1953, further to his first trip to the U.S. as he was preparing the launch of his first serial models. Importing to Europe the image of the then highly fashionable 'American dream' was part of his plan. The Riva Florida was designed to be practical to use with its easily transformable sun deck into a utility bay perfect for water skiing. Only 426 examples of the Florida were made during the model's 10-year production run, and 41 units in 1961, the year when this hull number 516 was delivered.

The 1961 model included the mounting of a modern engine, a Chris-Craft 283-cu. in. V-8 rated at 185 bhp, a new 12-volt electrical wiring, the reverse gear level at the wheel, new instruments and a slightly modified bottom to give a smoother ride. This specific example incarnates the essence of the Florida model of the early 1960s with its very rare yellow interior with black and white checkers. The boat was restored a few years ago by a discriminating owner who used it occasionally on a lake. This Riva enthusiast wanted to have his boat perfect in every detail, with its superb upholstery, original meters and accessories, all perfectly in order. Hull number 516 is ready to be enjoyed this summer season, complete with its trailer and its famous Blue Riva cover.





135

1954 MERCEDES-BENZ 220 CABRIOLET A

CHASSIS NO. 187.012.4500409
ENGINE NO. 180.920.3503320

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

DOCUMENTS



Dutch Kentekenbewijs
See page 6 for VAT status explanation.

Early 220 Cabriolet A in rare three-seat spec
Retains many original options and accessories
Extensive history

The 1950s was a golden era for Mercedes-Benz, as the marque renewed its reputation for creating luxury vehicles. The W187 line was designated with the 220 name, and these were the first post-war Mercedes-Benzes with six-cylinder engines. The Cabriolet A was designed as an exclusive sporting vehicle, with a slightly raked windscreen and a folding third seat configured to make way for extra luggage. The classic styling belied a technically advanced vehicle; press attention focused on the uprated 2,195-cc engine which produced 80 bhp,

making for a 90 mph top speed. When production ended in 1955, there was no direct successor, making this model unique in the company's history.

This example left the factory in 1954, finished in dark blue with tan leather interior and fitted with a Becker Mexico radio, a driver's door mirror, sun visors, front spotlights and chrome hubcaps with whitewall tyres. All have been retained. It was imported to the Netherlands in 1965 before being laid up. It was then subject to a full body-off, photographic restoration which included an engine rebuild. The interior was refreshed in beige leather while the body colour changed to light blue, and a bespoke blue mohair hood was fitted before being recently refinished white. It spent more than a decade in a private collection in the Netherlands before being purchased by its current U.K.-based owner.



136

† 1962 FERRARI 250 GT CABRIOLET SERIES II

COACHWORK BY PININFARINA

CHASSIS NO. 3459 GT
ENGINE NO. 3459
GEARBOX NO. 541

€1,400,000 – €1,600,000

Ferrari Classiche certified; original engine and gearbox

The 172nd of just 200 examples produced

Beautifully restored by some of Italy's finest craftsmen



DOCUMENTS



Monegasque Certificat d'Immatriculation

See page 7 for VAT status explanation.

Seeking to fit a slightly different demographic than most of Ferrari's racier offerings, the 250 GT cabriolet was marketed to clients as a true gentleman's grand tourer, a car capable of crossing the continents at high speed and in supreme comfort. Delivering the performance that Ferrari's usual clientele had come to enjoy, the 250 GT cabriolet

gave no concessions to luxury. With a spacious boot more than capable of holding a weekend's worth of luggage for two, it was the ideal choice for motoring along the South of France or the Italian coast. Ferrari unveiled a second generation of the Pinin Farina-designed cabriolet at the 1959 Paris Motor Show which offered a handful of mechanical



and cosmetic updates over its predecessor. Perhaps the most noticeable change was the car's new open headlights, along with a slightly more rounded nose and rear fenders, paired with elongated tail lamp lenses. Looking to increase comfort, both the interior and trunk were redesigned to offer more space.

In terms of performance, series II cabriolets were all fitted with disc brakes in addition to Ferrari's latest Colombo V-12, designated Tipo 128F. In this new engine, the spark plugs were relocated to the outside (rather than in-between the V), and the coil-valve springs were substituted for hairpins. This new architecture allowed for more head studs per cylinder and non-siamesed porting. This resulted in a better breathing engine with improved torque and reliability. To boot, the 128F also facilitated far easier and quicker changing of the plugs, to the enduring relief of both mechanics and owners alike.

Originally finished in Grigio Notte (18933 M) over a Rosso (VM 3171) interior in vinyl and leather, chassis no. 3459 GT was completed in July 1962 and fitted with a factory hard top. The car was sold new to Pezziol GB S.p.A., based in Milan, Italy. It remained in company ownership for 15 years before it was purchased by its second registered owner, Clara Giuli. Domiciled at the same address of Pezziol GB S.p.A., it can be assumed that she and her family owned the business and used the car under its ownership.

Chassis no. 3459 GT would remain in Milan with its next owner, Pier Luigi Bottini, who purchased the car in January 1983, and



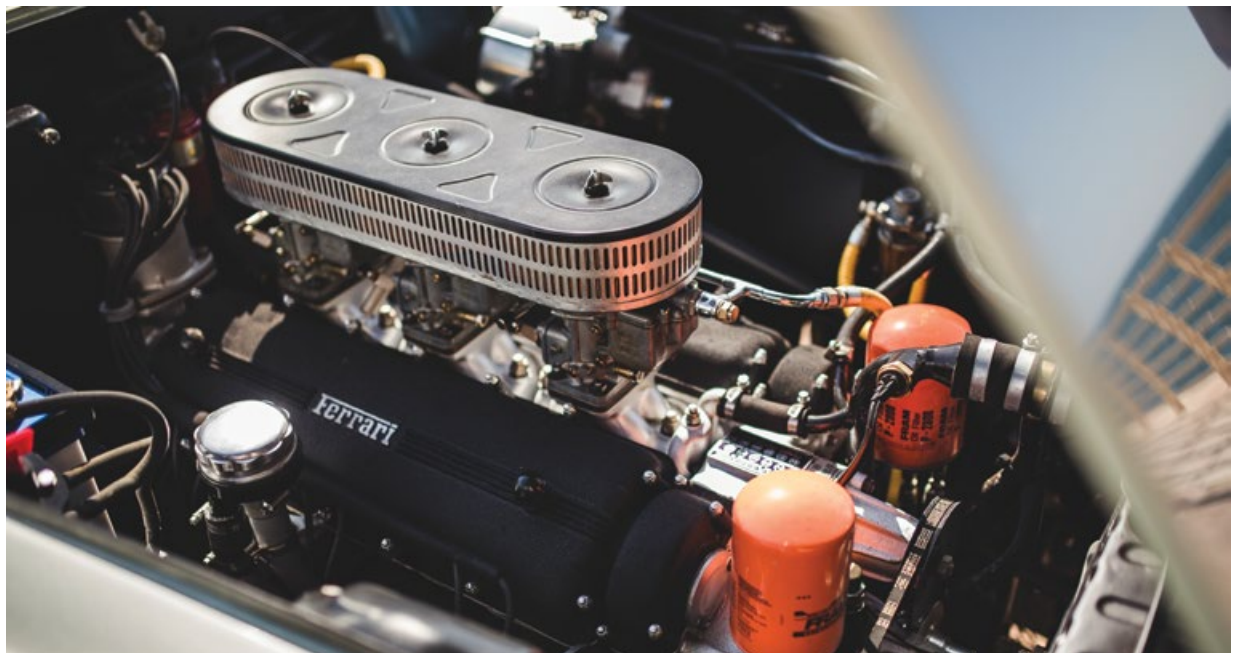


it was spotted being driven by him in the Ferrari Days in Modena later that year. The car would remain in Italy for the following 20 years, passing through five successive owners in Torino, Mornago, Ispra and two owners in Novara.

Purchased by its current owner in 2012, an Italian gentleman residing in Monaco, this Ferrari was restored by some of Italy's finest craftsmen in the Modena area. The mechanical restoration was undertaken by Toni Auto in Maranello, while the interior was retrimmed in black leather with beige carpets by Luppi in Modena, and the car was repainted in Grigio Conchiglia by Sport Auto in Modena. These colours were chosen by the current owner as his father had purchased a 250 GT Cabriolet in that

exact livery. In 2013, it was certified by Ferrari Classiche and confirmed to be retaining its original drivetrain, including engine and gearbox.

Perhaps one of the most liveable and versatile cars in the 250 family of Ferraris, the Series II Cabriolet is a wonderful automobile to drive and enjoy, coupling the performance of Ferrari's legendary Colombo V-12 along with the joy of open-top motoring. With known Italian ownership history from new and restoration work at the hands of some of the most reputable Ferrari restorers in the marque's hometown, chassis 3459 GT is a splendid example of its breed and begs to be driven and enjoyed by its next caretaker.









137

1954 AUSTIN-HEALEY 100 'SPECIAL TEST' RECREATION

CHASSIS NO. **BN1/222062**

€140,000 – €170,000

DOCUMENTS



Swiss Carte Grise

See page 6 for VAT status explanation.

Meticulous recreation of Mille Miglia 100 S prototype by Steve Pike

Based on an early 100 BN1

Featured in Austin-Healey publications in both Australia and the UK

An exciting tribute to drive and enjoy with competition potential

The Austin-Healey 100 was a radical departure for the firm when launched in 1953, so competition was vital for success. The works Special Test 100 was developed for this with stiffer suspension, a lighter body and an uprated engine, providing a top speed of around 130 mph and making it ideal for events such as the Mille Miglia. The continual development of the Special Test cars led them to become the very first 100 S examples.





This Healey was delivered to Australia in standard BN1 form, according to its BMIHT certificate. At some point in the 1970s, the car was involved in an accident and was parked outside thereafter for three decades before being purchased by Steve Pike, a highly regarded Austin-Healey restorer in Australia.

In 2014, the current owner commissioned him to create a replica of the Mille Miglia Special Test cars. Based on meticulous research, the six-month project included fitting numerous parts that were not fitted to the standard 100 and in some cases the 100 S, resulting in many new parts being utilised. Only the platform from the 100 donor car was used,

which received a new alloy sub-frame and doors, along with many new mechanical components. The body was finished in the correct Docker light metallic green.

It was entered for its sole race at Phillip Island, Australia, in 2016, before being shipped to the owner's Swiss home where it has been used sparingly around Italy and the Alps. The next owner will have an exciting Austin-Healey ready to race or use recreationally.

Please note that further details on this car's build specification can be found on our website.





138

2006 FERRARI F430 GTC

CHASSIS NO. 2446

€450,000 – €500,000

DOCUMENTS



Certificate of Origin
See page 6 for VAT status explanation.

Raced at the 2009 24 Hours of Le Mans with Joey Foster, Don Kitch Jr and Patrick Dempsey

Extensively campaigned by AF Corse in the Italian GT Championship and European Le Mans Series from 2006 to 2011

Competed in the FIA CEZ Championship with K&K Racing from 2013–2016

Engine serviced by Michelotto in 2016, not driven since

According to its accompanying Certificate of Origin, the F430 GTC presented here, chassis no. 2446, was completed on 18 July 2006 and delivered later that year to AF Corse in its native Italy. The car was only raced at one event that year, in November at the International GT in Barcelona, where it placed 17th overall. The next year would see a much more extensive competition record for chassis no. 2446 in the Italian GT championship. Driven primarily by Andrea Palma and Alberto Cerrai, two other driver

pairs also got behind the wheel for a few events: Mathias Moser and Rui Aguas at Oschersleben and Lorenzo Casè and Boris Maletic at Monza and Barcelona. Notable finishes that year included winning both its races at Mugello on 1 July 2007 and finishing 2nd at both Magione and Vallelunga.

Returning with AF Corse for the 2008 season in the Italian GT Championship, Palma and Cerrai would once again get behind the wheel and also shared driving duties with Damien Pasini and Alessandro Bonetti. The car's only win of the season was in the second race at Vallelunga in April with Pasini and Bonetti, and the pair would land 2446 on the podium twice more that season: at Spa Francorchamps in June and Magny Cours in September.

Two thousand and nine would without a doubt be chassis 2446's most exciting season. AF Corse

partnered with Team Seattle, a racing team that raises funds for the Seattle Children's Hospital in Washington state, to enter the 24 Hours of Le Mans. Competing at the 1,000 km of Spa Francorchamps, as well as at Italian GT Championship events at Vallelunga and Magione prior to Le Mans, AF Course decided to use chassis no. 2446 for Le Mans upon being upgraded from reserve to full entry status, after the withdrawal of Gigawave Motorsport's Aston Martin DBR9 in March of that year.

Drivers for the race would be Team Seattle founder Don Kitch Jr, Joe Foster and Grey's Anatomy actor and racing driver Patrick Dempsey. This would be Dempsey's first outing at Le Mans, and the trio placed 30th overall and 9th in class. Each respective lap completed helped to increase pledges for donations resulting in a respectable first Le Mans for Dempsey with the success and skill of he and his teammates directly benefitting a fantastic cause.

Returning to AF Course and the Italian GT Championship for the remainder of the 2009 season, the car scored 2nd and 3rd place finishes at Misano, just one month after Le Mans, and also competed at the 1,000 km of Nürburgring and the 1,000

km of Silverstone before finishing at the top of the podium at Mugello and Monza in September and October of that year. Chassis no. 2446 continued to compete with the team in that series through 2010 and 2011, securing overall wins at Imola in 2010 and Portimao, Misano and Vallelunga in 2011. The car only appeared at one event in 2012 during the Winter Series at Paul Ricard, finishing 10th and 3rd in two races.

In 2013, the car was sold to the K&K racing team, based in Prague, and competed with them in the FIA's Central European Zone Championship. In their ownership, the engine received a 5,000 km overhaul at Michelotto in April of 2016 and was acquired by its current owner shortly thereafter and never driven since.

Active in racing for almost its entire life, chassis no. 2446 benefits from an extensive racing career throughout Europe, highlighted by its appearance in the 2009 24 Hours of Le Mans with Team Seattle, AF Course and Patrick Dempsey joining forces to support a worthy cause. It would certainly be impossible to find an F430 GTC with a more interesting history and would certainly revel in returning to the track in the Masters Endurance Legend series.



The F430 GT2 in the pits at night during the 2009 24 Hours of Le Mans. Courtesy of LAT Images



The F430 GT2 in the pits at night during the 2009 24 Hours of Le Mans. Courtesy of LAT Images



DATE	EVENT	DRIVERS	RESULT
10.05.09	1000 KM OF SPA-FRANCORCHAMPS	M. GRIFFIN, P. BAMFORD	9TH IC, 27TH OA
31.05.09	ITALIAN GT CHAMPIONSHIP, RACE 1, VALLELUNGA, ITALY	M. GRIFFIN, P. BAMFORD	8TH
31.05.09	ITALIAN GT CHAMPIONSHIP, RACE 2, VALLELUNGA, ITALY	G. CIRO, A. CERRAI	DNF
07.06.09	ITALIAN GT CHAMPIONSHIP, RACE 1, MAGIONE, ITALY	G. CIRO, A. CERRAI	DNF
07.06.09	ITALIAN GT CHAMPIONSHIP, RACE 2, MAGIONE, ITALY	G. CIRO, A. CERRAI	3RD
14-15.06.09	24 HOURS OF LE MANS	P. DEMPSEY, J. FOSTER, D. KITCH JR	9TH IC, 30TH OA
21.06.09	ITALIAN GT CHAMPIONSHIP, RACE 1, MUGELLO, ITALY	G. CIRO, A. CERRAI	5TH
21.06.09	ITALIAN GT CHAMPIONSHIP, RACE 2, MUGELLO, ITALY	G. CIRO, A. CERRAI	6TH
19.07.09	ITALIAN GT CHAMPIONSHIP, RACE 1, MISANO, ITALY	G. CIRO, A. CERRAI	2ND
19.07.09	ITALIAN GT CHAMPIONSHIP, RACE 2, MISANO, ITALY	G. CIRO, A. CERRAI	3RD
23.08.09	1000 KM OF NÜRBURGRING	M. GRIFFIN, P. BAMFORD	10TH IC, 24TH OA
06.09.09	ITALIAN GT CHAMPIONSHIP, RACE 1, IMOLA, ITALY	G. CIRO, A. CERRAI	7TH
06.09.09	ITALIAN GT CHAMPIONSHIP, RACE 2, IMOLA, ITALY	G. CIRO, A. CERRAI	3RD
13.09.09	1000 KM OF SILVERSTONE	M. GRIFFIN, P. BAMFORD	10TH IC, 33RD OA
27.09.09	ITALIAN GT CHAMPIONSHIP, RACE 1, MUGELLO, ITALY	G. CIRO, A. CERRAI	1ST
27.09.09	ITALIAN GT CHAMPIONSHIP, RACE 2, MUGELLO, ITALY	G. CIRO, A. CERRAI	DNF
18.10.09	ITALIAN GT CHAMPIONSHIP, RACE 1, MONZA, ITALY	G. CIRO, A. CERRAI	1ST
18.10.09	ITALIAN GT CHAMPIONSHIP, RACE 2, MONZA, ITALY	G. CIRO, A. CERRAI	2ND

Please visit www.rmsothebys.com for a comprehensive list of race results.



The F430 GT2 on the Circuit de la Sarthe during the 2009 24 Hours of Le Mans. Courtesy of LAT Images.



LOTS 139-142



PERSONAL PASSION: THE **FLAT-SIX** COLLECTION

The following four lots offered are the highlights of one man's lifelong passion for Porsche and its incredible motorsport heritage. Over many years he sought out some of the most fascinating examples available, cars of exceptional quality with significant and captivating stories to tell.

Leo Kinunnen's personal 1973 Carrera RS 2.7 Lightweight is the archetypal example of this collector's philosophy. The consignor had long sought to acquire this unique car, captivated by its originality and a glimpse into the life of one of Porsche's greatest motorsport heroes, which it provides. Paul Ernst Strähle's unique 996 Turbo continues the theme as one imagines this remarkable

Works driver reminiscing about his mighty 914/6 GT as he specified his early 996 Turbo.

Rounding off the group are two cars which tell the story of Porsche's desire to develop and continuously improve upon their products. The pre-production 911 S is an intriguing link in the 911 story, whilst the 930 Turbo 'Group B' reflects the marque's ability to thrill its most loyal fans with remarkable performance.

The Flat-Six Collection is the work of a true enthusiast, driven by an affinity for the Porsche marque, the quality of which rarely comes to market.



139

2001 PORSCHE 911 TURBO

CHASSIS NO. **WP0ZZZ99Z1S681143**
ENGINE NO. **64102247**

€150,000 – €200,000

DOCUMENTS



German Fahrzeugbrief

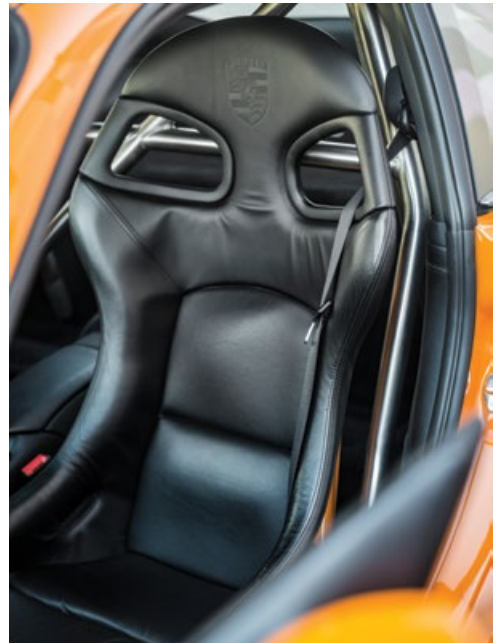
See page 6 for VAT status explanation.

Built for factory luminary Paul-Ernst Strähle

Unique PTS 'Gelb Orange' with black leather and likely unique in mirroring 'Clubsport' specification

Supplied with factory build sheet; numbers matching

This breathtaking 996-generation 911 Turbo was built to the personal specifications of Schorndorf Porsche dealer Paul-Ernst Strähle, a former factory racing driver. Paul-Ernst Strähle was one of the most successful international racing drivers of the 1950s and 1960s and pioneer of post-war German motorsport. He achieved numerous class victories in many of the most important races of the era, including the Mille Miglia, the Nürburgring 1000 km and the Targa Florio.



Throughout his life Strähle remained close to the Porsche motorsport division, and when the 996 Turbo was launched, he clearly set out to build the ultimate example. He basically checked every box in terms of available options, and further added many items offered by Porsche Exclusive, including a roll cage, competition bucket seats, racing harnesses (which were never fitted) and had the rear seats deleted. Naturally the car was commissioned with a manual gearbox. Strähle had the car painted 'Gelb (Amber) Orange', specifically to match his well-known old 914/6 GT that he raced in period.

Strähle put about 8,000 km on this Turbo in just two months prior to selling it. The car eventually passed through several other owners, but has been meticulously maintained from new, with

its service booklet stamped at regular intervals. With blinding power and 305 km/h capability, this was the fastest street-legal automobile Porsche had ever produced, truly an 'all-weather, all-road supercar'.

This fabulous one-of-a-kind all-wheel-drive Turbo has been driven fewer than 47,000 km at the time of cataloguing and presents as new. It is supplied with a folio of original paperwork, including all its factory manuals, a build sheet noting all its options and a documented chain of ownership.

This is certainly the most unique and compelling 996 Turbo to be offered publicly in recent memory and warrants special consideration from any Porsche collector.



Paul-Ernst Strähle's 914/6 GT.





140

1988 PORSCHE 911 TURBO 'GROUP B'

CHASSIS NO. **WP0ZZZ93ZJS000198**
ENGINE NO. **67JS00241**

€170,000 – €230,000

DOCUMENTS



Swedish Registreringsbeviset
See page 6 for VAT status explanation.

One of a very small group of 930 Turbos fitted from new with factory 'Group B' kit by Porsche's Swedish importer 935-type adjustable boost control with a larger intercooler, oil cooler and turbocharger

Desirable Guards Red over black

Supplied with its original factory manuals

Only 41,836 km recorded from new

For those looking for a significantly up-rated 930 Turbo, Porsche Stuttgart and a handful of Porsche importers could offer just that through the fitment of a 'Group B' package. These were modified for greater performance and consisted of a larger oil cooler, intercooler and turbocharger. A driver-adjustable boost control from a 935 was installed, and cylinder heads with lower compression were fitted to accommodate the increase in boost.



The only external clue that this was not a stock Turbo was the RS/RSR-style oil radiator in the front valance. This Group B kit was only available from the factory or via Porsche/VAG-owned importers due to the extensive modifications required.

This example was imported and modified by Porsche's Swedish distributor, VAG, and was first delivered on 15 January 1988 through Porsche Stockholm. It is known to have had two previous private owners before coming into the hands of the consignor. Finished in Guards Red over black leather, it is equipped with standard Turbo fare, including wider wheels and tires under dramatically flared fenders, a rear 'Whale-tail' spoiler, an electric

sunroof, power-adjustable sport seats, electric windows, a rear wiper, headlamp washers, fog lamps, security system and automatic climate-control.

Supplied with all its original manuals and service books, TÜV inspection records, air compressor, spare key and a mint tool kit, this handsome Turbo shows less than 42,000 km on its odometer. Even the original invitation to join the Porsche Owners' Club of Sweden remains incomplete in the service book. Only 677 J-Program Turbos were produced for 'Rest-of-the-World' customers; this is among the more unusual and certainly among the most rapid.



141

† 1973 PORSCHE 911 CARRERA RS 2.7 LIGHTWEIGHT

CHASSIS NO.
9113601177
ENGINE NO.
6631144

€1,400,000 – €1,800,000

Factory built for Finnish racing and rally driver Leo Kinnunen

One of only two 2.7 RS coupés constructed with ST wheel arches

The only 1973 2.7 RS factory-equipped with a 1974 Carrera 3.0 RS rear spoiler

Highly original throughout, with 63,213 original km



DOCUMENTS



Finnish Vehicle Registration Certificate

See page 6 for VAT status explanation.

Every one of Porsche's Carrera RS 2.7s is highly sought after today, but some are perhaps more desirable than others. Beyond the early Homologation models, there are the 200 M471 'Sport', or 'Lightweight' versions, which weighed in at about 100 kg less than the standard RS Touring model, having

been relieved of their insulation, soundproofing and convenience/comfort accoutrements. These early series Lightweights utilized thinner sheet-metal and window glass. With its fuel-injected flat-six developing 210 bhp, the RS 2.7 was a formidable machine.

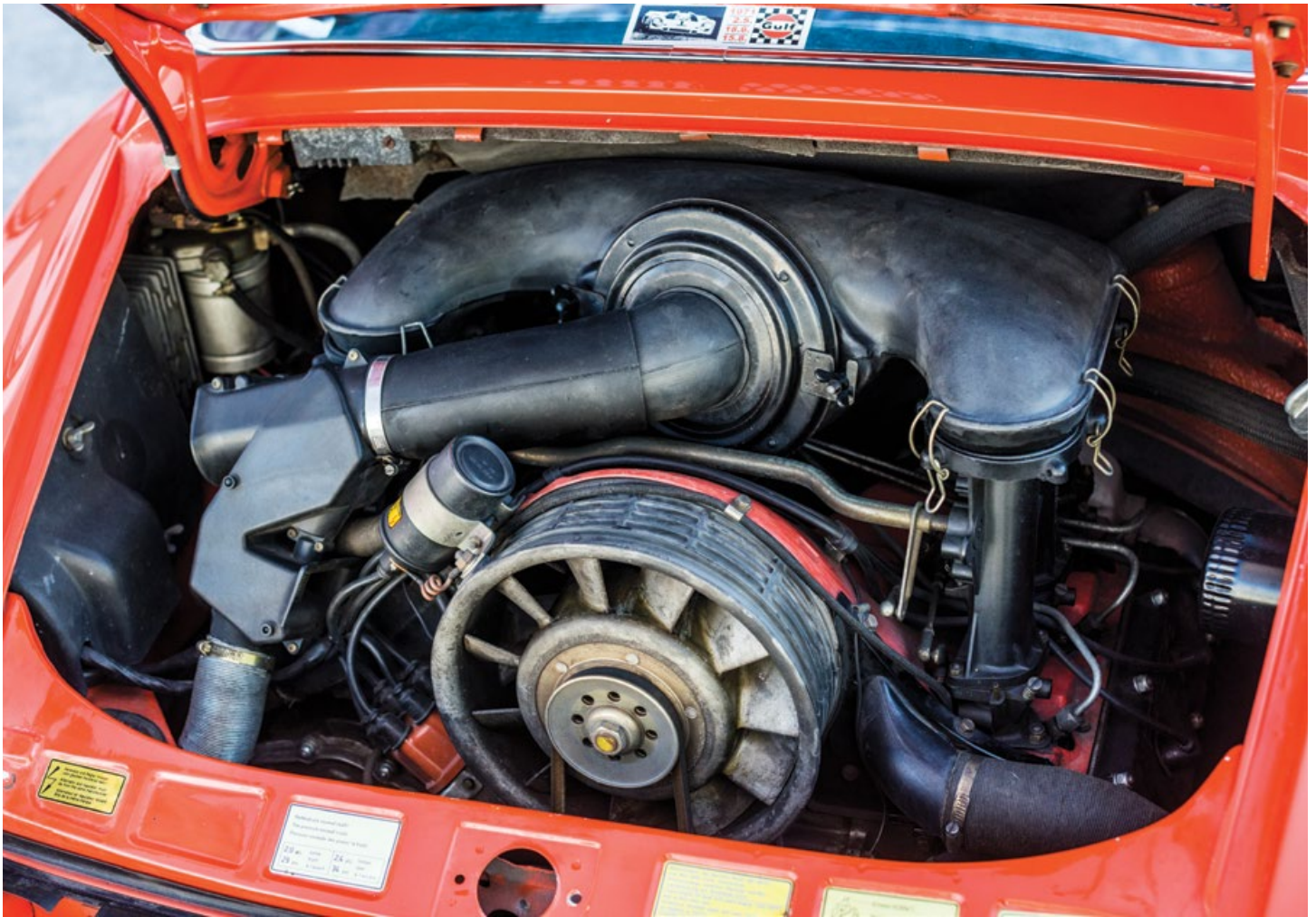


The factory is known to have retained several Lightweights for later competition use. Among that already rarefied group, there are a few that stand out even more, including this wonderful example, serial number 1177, purchased by Porsche on behalf of Finnish racing legend Leo Kinnunen.

Starting his racing career on two wheels rather than four, Kinnunen was quick to find success in motorsport in Finland in both autocross and ice racing. His big break came after testing a Porsche 917 at the Österreichring. Partnered with Pedro Rodriguez in the World Sportscar Championship, he stunned the world by taking the chequered flag at the 1970 24 Hours of Daytona, which led to the pair winning the overall championship that year. At the Targa Florio that same year, Kinnunen reset the lap record with a time of 33:36, shattering the previous record by some 90 seconds, a record that was never beaten.

Mr Kinnunen was at that time racing a Porsche 917/10 Turbo in the Interserie, the European equivalent to the North American Can-Am Challenge series, a series that he would win three years in a row from 1971–1973. Kinnunen had proven himself to be not only a fearless prototype driver for John Wyer and Gulf, but he also enjoyed world-class rallying, a sport at which Finns have long demonstrated a natural ability. For the 1973 1000 Lakes Rally, Kinnunen wanted an agile and powerful car in which to pre-run the route, and perhaps also to practice ahead of the Targa Florio, where he shared a Porsche Carrera RSR 2.8 'Mary Stuart' with Claude Haldi. This 2.7 RS was the perfect fit for the task, slightly more comfortable than his racing car but similar enough to provide a comparable experience behind the wheel.





Delivered to the Hahn franchise in Fellbach, Germany, 1177 offered several unusual features; at Kinnunen's request, it was fitted with larger 'ST'-style wheel arches to accommodate wider wheels and tires. A second example was subsequently built for another factory driver, Herbert Linge, but Kinnunen's was the only 2.7 RS with a 'tea-tray' rear spoiler as used on the 1974 Carrera 3.0 RS, rather than the modest burzel, or ducktail, typical of the 2.7 RS series. As befits such a competition-themed automobile, this RS was fitted with a limited-slip differential, a Matter alloy roll cage, a pair of deep Recaro cloth-covered rally seats with thumbscrew-adjustable backrests, Repa racing harnesses and black rubber floor mats. Kinnunen also specified a larger-than-normal steering wheel to allow better control on loose surfaces, and a raised passenger seat to improve navigator vision.

Following the 1973 season, Kinnunen purchased the car from Porsche for his own, personal use and kept the car on dealer plates with his mechanic in Germany to avoid stinging import duties in Finland and presumably because having the car in Germany was convenient while Kinnunen was driving in the Interserie. This car eventually passed through the hands of several other Finnish enthusiasts before its current enthusiast owner, an individual with several other unique and interesting Porsches in his collection. It has been featured in several Finnish automotive magazines, including *Motori*, *Porsche Club Finland* and *Klassikot*, as well as *Porsche GT* in English.

Showing just 63,213 km at time of cataloguing, this unique Carrera retains much of its original Tangerine paint and its correct original M471 interior. A rear-quarter window still carries an original decal from Kinnunen's AAW Racing Team. It is supplied with a folio of documents and photographs, including an extract from the factory build sheet, correspondence from Mr Kinnunen confirming his ownership, registration forms and some service records.

Mr Kinnunen passed away a year ago, but his beautiful Carrera RS 2.7 Lightweight and his legacy remains with us today. Arguably one of the most significant and compelling 2.7 RS' to come to market in recent memory, Kinnunen's unique 2.7 RS would stand proudly in any world-class collection of sports and racing cars.

The car comes with tool kit, jack and two sets of wheels, ST wheels fitted during the photoshoot, and original RS Lightweight wheels which can be fitted with spacers.









142

1969 PORSCHE 911 S 2.2 COUPÉ PROTOTYPE

CHASSIS NO. **119301099**
ENGINE NO. **6300012**

€250,000 – €350,000

DOCUMENTS



Finnish Vehicle Registration Certificate
See page 6 for VAT status explanation.

A factory-documented testing and development car

A very desirable, numbers-matching example

Supplied with its original factory
Kardex and Build Sheet extract

Fully restored by a marque specialist in 2013



This quite unusual numbers-matching 1969 Porsche 911S coupé was pulled off the assembly line in April of that year and delivered to Porsche's testing office for use as a development chassis. The 1969 911S was the last of the 'B-Series', powered by a fuel-injected 2.0-liter engine; the 1970 C-Series version would see engine size increased to 2.2 litres. This early example was factory equipped with the 12th production 2.2 engine built (Type 911/02), which is duly recorded on its Kardex, and used to test compatibility of the new powerplant with its five-speed transaxle.

Upon completion of testing at the factory, this car was sold to Porsche Cars America and shipped to the U.S., where it was equipped with U.S.-specification lights and instruments and thence sold to a private owner who reportedly placed it in storage for many years. In 2013, it was sold to the consignor in Finland. A full

bare-metal, rotisserie restoration, including a chassis, suspension and engine rebuild, was carried out in Holland by marque specialist DUEL Motorsports/Dutch Engine Laboratories. Extensive repairs were carried out on the floorpans, and according to repair invoices, new front fenders and other parts were installed.

This very attractive 911S is presented in its original colour of 6809 Blutorange (Tangerine) with a largely original black leatherette interior with black corduroy seat inserts and charcoal carpeting, stainless rocker panel trim, an AM-FM stereo radio and a set of correct Fuchs forged light-alloy wheels.

This car is supplied with an extensive folio containing factory documents, including a Kardex, res-toration invoices, registration paperwork from the U.S., export documents and before-and-after photographs showing the restoration work. A correct tool kit, jack and spare tyre are supplied with the car.

This represents a possibly unique opportunity to purchase a genuine piece of Porsche history, representing one of the very first development examples of one of the most important cars in the de-velopment of the 911 line.





143

1955 ASTON MARTIN DB2/4 MK II DROPHEAD COUPÉ

CHASSIS NO. **AM300/1101**
ENGINE NO. **VBJ/624**

€550,000 – €650,000

DOCUMENTS



UK V5

See page 6 for VAT status explanation.

First of the DB2/4 Mk II; Works demonstrator and prototype

One of only 199 Mk IIs, only 15 of which were built as Drophead Coupés

Matching numbers; still registered on original British plates

An exceedingly rare Aston Martin, the DB2/4 Mk II drophead was the first production Aston Martin with 'Tickford' coachwork from the famous Newport Pagnell factory – marking the beginning of David Brown's reign.

If the DB2/4 was Newport Parnell's beginning, this very car was the one that started it all. The



prototype of the Mk II, chassis AM300/1101 was the very first of the Mk IIs. Starting its life as a works demonstrator, the vehicle was equipped with the now standard 3-litre VB6J engine which produced 140 bhp. Although little looked different to the untrained eye, this new model was in fact longer, higher and heavier than the original. Raising the roofline afforded the passengers more headroom – the ensuing gap was easily filled by the addition of a chrome strip above the windscreen. Minor changes in the interior meant a more comfortable ride for the passengers, and a modern-looking fly-off hand brake. The Aston Martin Owners Club register also notes that the prototype was



fitted with dual exhaust, which was a popular sporting option that customers could specify.

With the Suez Crisis impacting petrol availability, sales were slow for such an expensive car – and just two years after the Mk II was shown at the London Motor Show, the popular Mk III was following in its footsteps. With only 199 Mk IIs ever made, and just 15 in the Drophead coupé style, this DB2/4 Mk II is one of the rarest production Aston Martins ever made.

By August 1956, the DB2/4 Mk II had passed into the private ownership of a Mr C.P.G Engelbach. The second known owner, Lt. Col. John Madison of New York state, purchased the car from south London dealers Keen & Partners Ltd. in October of 1965. By all accounts Mr Madison loved the car, as he held onto it for over three decades. Passing to another owner in Switzerland, in 2001 the vehicle was sent to Roos Engineering for a full restoration, for which invoices are on file. Finishing in 2002, the Aston Martin was returned to its original glory. Resplendent



in the original two-tone colours of black with a beige hood and red leather interior, the Aston Martin looks as it did when it left Newport Pagnell over half a century ago.

Post restoration, in 2003, the DB2/4 passed to its current owner from a Swiss dealer, who has maintained the stunning beauty of this rare and original Aston Martin. Driven recently by the owner, the car handles beautifully and comes complete with original tools and instruction book. A rare and elegant car, immediately ready for its next owner, this Aston Martin DB2/4 Mk II is the complete package.





144

1955 PORSCHE 356 A CARRERA GS 'SUNROOF' COUPÉ

COACHWORK BY REUTTER

CHASSIS NO. **55380**
ENGINE NO. **90651**
TRANSMISSION NO. **19490**

€550,000 – €600,000

DOCUMENTS



Cancelled Italian Libretto
See page 6 for VAT status explanation.

One of just 390 Reutter Carrera 356 A GS coupés from 1955

Mille Miglia eligible

Extremely rare factory Golde sunroof

Bare-metal restoration in Italy to
stunning original colour scheme





Beautifully restored in Italy, this stunning 1500 four-cam Carrera Grand Sport sunroof coupé presents a wonderful opportunity for the true Porsche enthusiast. The 1955 'Pre-A' series offered an important step forward in body design, with a 'Bent' single-piece windshield replacing the two-piece screen of previous models. On the small number of coupés fitted with the optional manually operated Golde sunroof, the front edge of the panel carried a slight 'Vee' to echo the shape of the windshield.

The engine used in both the GS and competition-oriented GT was the celebrated Type 547/1 four-cam design conceived by Dr Ernst Fuhrmann, and in 1.5-liter form delivered 100 hp at 6,200 rpm with a pair of Solex downdraft carburetors, just 10 hp fewer than the full-on racing unit used in the 550 Spyder. The overhead camshafts, with their removable lobes, were driven through a series of bevel gears and shafts. While complex, four-cam engines were very strong and reliable when set up properly and driven at higher rpm.



This handsome example is one of only 458 such units built for both the GS and GT. Delivered 17 January 1956, it was shipped to Hoffman Motors in New York City and thence to its first owner. It was factory-equipped with a Telefunken radio and antenna, a speedometer reading in miles-per-hour and U.S.-specification sealed-beam headlamps. During its restoration, it was resprayed its rare and stunning original colour of 5605A Lago Green Metallic. The after-market alloy-framed, wood-rimmed steering wheel lends

a warm touch to the rich interior. The correct chassis number appears on the bonnet and engine cover. At some point, the original engine was replaced with a series-correct unit, something that was not uncommon due to crankshaft bearing issues.

This Carrera would be a perfect choice for club events, touring or vintage rallies. It is Mille Miglia eligible, as its type was a frequent entrant in that classic Italian event.







145

*† 2015 FERRARI SERGIO COACHWORK BY PININFARINA

CHASSIS NO. ZFF75VHB000205529

€2,500,000 – €3,000,000

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).

Displayed at the 2015 Geneva Motor Show

One of only six examples built

Less than 200 km from new

A brilliant example of 21st century coachbuilding and Pininfarina design



Visit www.rmsothebys.com to view all photos.



Within the scope of automotive history, coachbuilding is considered by many to be a lost art, one confined to the early days of the automobile and the immediate post-war years, where well-heeled owners could buy a chassis and drivetrain from a given manufacturer and commission a coachbuilder to build a body to their own individual tastes and uses. Images of Delahayes with Figoni et Falaschi 'Teardrop' coupé bodywork or the jet-age Fiat 8V Supersonics by Ghia come to mind, recalling an age where cars could quite literally be rolling sculpture.

As time marched on, coachbuilding faded into oblivion due to ever-rising costs and stringent governmental regulations, leaving such cars out of the question to all but the Sultan of Brunei. A

handful of manufacturers and companies, however, have made an effort to bring the lost art of coachbuilding back to its glory days over the course of the last 15 years, and leading the charge is Pininfarina.

Starting with the Ferrari P4/5 by Pininfarina and the 612 Kappa, based on Ferrari's Enzo and the 612 Scaglietti, respectively, with both cars commissioned by for well-heeled American collectors, Pininfarina led by example and others quickly followed. Cars with mass-produced chassis and drivetrain clothed in Bertone, Zagato and Touring Superleggera coachwork in addition to Pininfarina stunned the public and proved that with proper effort from both a design and engineering standpoint, coachbuilding in the 21st century was possible. Ferrari was the first manufacturer to bring this formally in-house with their Special Projects division, quickly taking note of the developing trend and bringing the entire process in-house in an effort to manage their clients . . . and their cars . . . from start to finish.

Built to honour Sergio Pininfarina after his passing in 2012, the Pininfarina Sergio concept first broke cover at the Geneva Motor Show in 2013. A two-seater Barchetta that was distinctly recognizable as a Ferrari but discernibly unique and forward thinking, the Sergio stunned those who attended the show and proved that Pininfarina was still capable of greatness. Although it was not intended for production at the time, the concept was underpinned by a Ferrari 458 Spider chassis and drivetrain,



helping to bridge the gap between concept and production, this proving that for the privileged few, this spectacular car could come to life.

Several months later, that dream was turned into reality for a handful of lucky Ferrari clients. Rather than produce just one car through the Special Projects program, Pininfarina and Ferrari announced their intention to produce a half-dozen road-worthy Sergio's for six lucky clients. Still underpinned by the 458 Spider, albeit with a 458 Speciale engine, the road-going Sergio differed only slightly from its road-going concept in an effort to ease registration and homologation for road use, and still kept the original concept's flair. Whilst the bodywork looked like nothing else from Ferrari's line at the time, the windshield, interior and taillights were lifted straight from the donor car. Conventional doors (allowing for power-operated windows) and a slightly

revised rear end also differed from the original concept.

The particular example offered here holds a special place in the model's history, as it was the first road-going model unveiled to the public at the 2015 Geneva Motor Show on Pininfarina's stand. Afterwards, it was delivered new to its first owner in Switzerland and since then, the car has accumulated less than 200 km from new. As such, it is presented here today in virtually as-new condition, just as if it left the stand at Geneva yesterday.

The Sergio celebrates not only Sergio Pininfarina's life, but also the collaboration between both his company and Ferrari, honouring their collective past but looking to the bright future ahead. Of the six Sergio's, it could be argued that this, the 2015 Geneva Motor Show car, is the most important. Therefore, it would be a perfect addition to the world's foremost Ferrari collections and would sit proudly alongside its coachbuilt ancestors.









146

1950 FERRARI 195 INTER COUPÉ COACHWORK BY GHIA

CHASSIS NO. **0113 S**
ENGINE NO. **0113 S**

€500,000 — €600,000
OFFERED WITHOUT RESERVE

DOCUMENTS



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

One of 35 Ghia-bodied Ferraris

Complete with extensive restoration records

Benefitting from three decades of single ownership

One of the most celebrated Italian automobile design and coachbuilding companies, Carrozzeria Ghia was established in Turin by Giacinto Ghia as Carrozzeria Ghia & Gariglio in 1915. The company initially made lightweight aluminium-bodied cars, achieving fame with the Alfa Romeo 6C 1500 which won the Mille Miglia in 1929. Italy's grand tradition of coachbuilding carried on post-war, and in 1950, Ferrari's 195 Inter, a touring and road-ready version of the 195 S,



provided a suitable basis for the exquisite artistry of Ghia, Vignale, Touring and others. Its longer wheelbase and increased power output made for easier driving—perfect for those clients unused to extreme performance.

All told, only about 11 Ferrari 195 Inters were ever bodied by Ghia, and this right-hand-drive coupé is one of them. Originally finished in white, chassis 0113 S was ordered with the triple Weber carburettor setup and Jaeger instruments. Completed in early 1951, the Inter was sold that June to its first private owner, Alfonso Scimé, of Monza. Scimé owned 0113 S for the next several years; during this period, the front and rear of the 195 Inter were extensively modified.





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PINEAPPLES
CHARGES
HAPPY HOUR
11-12

Scimé customised new fenders, headlights, grille and bumper, along with a modified C-pillar, before selling the car to a Milanese dealer in July of 1958.

Exported to Los Angeles, California, in 1959, the Inter spent the 1960s with Lawrence Knaack of Illinois, who repainted the vehicle silver and had L-shaped bumpers fitted. After passing to another owner in Illinois, 0113 S was purchased by Paul C. Clovis in 1976. At this time, the car's engine was disassembled, and Clovis prepared to spend the next decades restoring the car to its former glory, albeit painted red with a brown interior.

A well-known and highly regarded racer and collector, Clovis was ideally suited to this arduous task. The restoration file is largely

from Clovis' ownership and contains countless invoices dating from 1976–2011. Correspondence between Clovis and Ferrari North America in September 1997 confirms that the engine, chassis frame number, rear axle assembly and steering box number are correct. Also included in the file are photographs and even cassette tapes recording his diligent work. After a recommissioning in 2011 by noted Ferrari restorer Greg Jones, the 195 Inter was sold and exported to Hong Kong, where it has remained in the local Ferrari dealership's secure, climate-controlled storage since.

As one of only about 35 Ferraris ever bodied by Carrozzeria Ghia, 0113 S is a rare and highly compelling example of an early coachbuilt Ferrari.





147

1933 ALFA ROMEO 6C 1900 GRAN TURISMO SPIDER

COACHWORK IN THE STYLE OF TOURING

CHASSIS NO. 121315124
ENGINE NO. 121315124

€500,000 – €600,000

DOCUMENTS



UK V5
See page 6 for VAT status explanation.

Offered from an enthusiast's collection
Wonderful restoration by marque specialists
Original chassis, engine and drivetrain, with supercharger
Beautiful period-correct bodywork by Neil Twyman
An ideal entrant in any number of historic rally events

The final derivative of the famous Alfa 6C 1500, the 6C 1900 Gran Turismo boasted the largest displacement engine, with double overhead camshafts mounted in an aluminium cylinder head; a new four-speed gearbox, with synchromesh on the top two gears, and a free-wheeling mechanism; and an improved chassis with fully boxed frame rails and cross-members, for increased rigidity.



It borrowed many of its mechanical features from the famed 8C 2300, including the gearbox, rear axle and the aforementioned chassis modifications, making for a remarkable grand tourer, indeed!

The 23rd of the 197 Gran Turismo chassis produced in 1933, the example offered here was first registered in Milan on 13 July 1933. It is believed to have left Italy early in its life and is later known to have been acquired in Belgium in 1962 by noted dealer Bart Loyens, then to have moved to the U.S., where it was one of three Alfa Romeos owned by Joseph Neumeier, an enthusiast in Illinois. Eventually it returned to Belgium and was acquired by collector Pat Heron in the late 1980s.



Mr Heron set about restoring the well-preserved car, replacing its somewhat formal original Touring saloon body. He passed away with the project incomplete, and the car was acquired by a longtime friend, who completed the work to a superb standard at the shop of Paul Jaye. This work included acquiring a beautiful Le Mans-style spider body, built by Neil Twyman to an original period design, while retaining the original bonnet and radiator cowl. Well-known Alfa Romeo expert Paul Grist was responsible for rebuilding the engine, and a supercharger was sourced, rebuilt by Derek Chinn and installed; a new radiator was also fitted, and the springs and shock absorbers completely rebuilt. More recently the gearbox was rebuilt by Setford & Company, with new rings, bearings and bushings, and after testing they described the car as an excellent running and driving example.

A fine choice for rallies and tours worldwide, this car benefits from a perfect combination of a well-preserved, beautifully finished and set-up chassis and drivetrain, the most 'evolved' of any 6C model; and sensual period-correct coachwork of the most desirable style. It is an evocative machine with an amazing symphony of sound produced by the whine of the supercharger and the throb of the exhaust – a treat for the genuine enthusiast who, then as now, would be seen only in an Alfa Romeo.







148

†2015 BUGATTI VEYRON 16.4 GRAND SPORT VITESSE

CHASSIS NO. VF9SV25265M795079

€1,200,000 – €1,500,000

Numerous one-off, *Transformers*-themed custom features

Virtually as-new, with 840 km from new

The ultimate incarnation of the Bugatti Veyron

DOCUMENTS



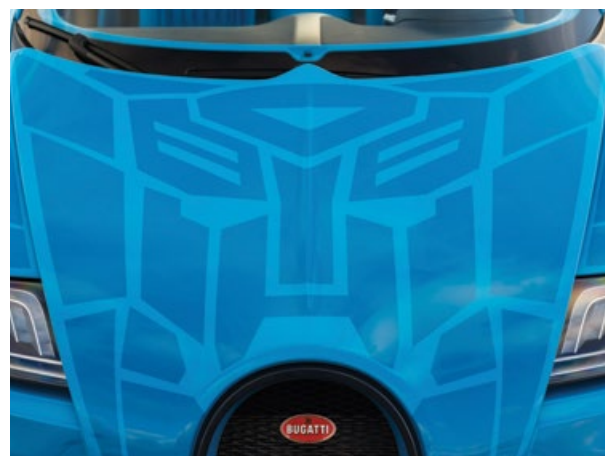
U.S. Title

See page 6 for VAT status explanation.



Within Veyron hierarchy, the Grand Sport Vitesse models sit at the very top of the pyramid. Fitted with the ultimate 1,200-bhp quad-turbo W-16 engine and open-top bodywork, only 92 examples were built at the end of the car's production run. This particular Vitesse is one of the very last Veyrons built, emerging from the factory in Molsheim for test drives in September 2014, with final assembly concluding the following month.

This Vitesse's uniqueness lies within its specifications. A true one-off, the car was commissioned in a *Transformers* livery, harkening back to the popular science fiction films inspired by Hasbro toys. It is finished in light blue with contrasting blue carbon fibre and is fitted with diamond-cut wheels and clear-glass taillights.





The theme carries through to the inside with two-tone blue and black leather over Bugatti's Sport Comfort seats, with contrasting blue stitching throughout. Furthermore, a *Transformers* logo is inlaid between the seats, mimicking the car's paintwork.

Spending most of its life in the United States, the car was first spotted in Los Gatos, California, in July of 2015. It appeared at McCall's Motorworks Revival in August 2015 during Monterey Car Week and was seen at the San Francisco International Auto Show in November of 2015. Only recently returned to Europe,

the car has only been driven 840 km from new, most of which is believed to have been accrued during testing.

Considered by many to be one of the most spectacular cars built thus far in the 21st century, the Veyron is truly the gold standard of hypercars, with the Grand Sport Vitesse being the must-have variant for any collector. Even six years after the Vitesse was first introduced at the Geneva Motor Show in 2012, seemingly a lifetime in the hypercar industry, the Veyron and Grand Sport Vitesse have remained both relevant and competitive in what is



a highly competitive segment of the automotive industry. Acutely responsible for bringing Bugatti out of years of dormancy and obscurity and into a very bright future, the Veyron is a landmark automobile in all regards and is surely a future collectible.

One-off and unique examples continue to be the most desirable supercars to collectors, and this Vitesse is truly one of the most remarkable and memorable automobiles to come out of Molsheim in Bugatti's modern history.









149

2003 FERRARI 360 CHALLENGE STRADALE

Delivered new to Jean Todt

One of the very first Challenge Stradales built

Four owners from new

Retains its original books, warranty manual signed by Jean Todt and tools

CHASSIS NO. ZFFDT57B000132337
ENGINE NO. 74998

€ 190,000 — €210,000

DOCUMENTS



Danish Registreringsattest
See page 6 for VAT status explanation.



A landmark car for Ferrari and the first in what would become a mainstay model, the Challenge Stradale turned up the intensity of the 360 Modena, making a perfect dual-purpose machine, a true no-compromises race car for the road.

As general manager of Scuderia Ferrari, it was only natural that Jean Todt had access to early examples of Ferrari's most desirable road cars, and this Challenge Stradale is no exception. Finished in Argento Nurburgring over black leather seats, the car boasts standard finish wheels with matching wheel caps (rather than the traditional yellow) and black brake callipers and is believed to be one of the first 10 built. Custom plaques on the car proclaim that it was produced especially for Mr Todt.



He took delivery in June of 2003, just three months after the Geneva Motor Show, and kept the car for two years, selling it in 2005 to its next owner from Milan. That individual kept the car for one year before selling it to another Italian residing in Rovereto, who kept the car for eight years, selling it in 2014 to its current owner in Denmark. It has been driven just 35,500 km from new with its last service completed in December 2016, having accumulated less than 150 km since.

One of the first to leave the factory and straight into the hands of someone in Ferrari's inner circle, this is a truly great Challenge Stradale worthy of inclusion in any collection.





150

1978 FERRARI 308 GTS

CHASSIS NO. **21371**
ENGINE NO. **04385**

€300,000 – €400,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Cancelled Italian Libretto
See page 6 for VAT status explanation.

Personal car of Gilles Villeneuve from 1978 until his death in 1982

Rare early series, single-exhaust car having covered just 36,600 km from new

Extensively documented, and retaining its original engine

Accompanied by ASI Certificato di Identita, letter of authenticity signed by Jacques Villeneuve, factory handbook and original tool kit

Rarely have the bare numbers been so misleading: 67 Grand Prix starts, six wins, two fastest laps and a comparatively modest 101 World Championship points scored. Statistically light years away from the likes of Fangio, Ascari and Clark – yet the manner in which Gilles Villeneuve achieved those six victories came to define the man, and ensured that he remains—with the possible exception of Ayrton Senna—the most charismatic and spectacular driver of all.

Progressing to Formula 1 at the relatively late age of 27, Villeneuve was signed by Ferrari in time for the final two races of the 1977 season. His arrival at the Scuderia neatly coincided with the introduction of the company's new Pininfarina-styled 308 GTS model at the Frankfurt Motor Show in September, and delivery of this particular example was arranged for their star signing the following year.

Chassis 21371 was completed on 30 October 1978 and was registered the Modenese registration MO 439235. Finished in unusual Rosso Dino, the car benefitted from – amongst other modifications – an uprated clutch, as fitted to the contemporary 512 BB model.

Over the next four years, the car was used by Villeneuve to commute between his Monaco home and the Ferrari factory in Maranello – a distance of





some 270 miles, which under normal circumstances could be covered in just over four and a half hours. Yet the unassuming Quebecois on one memorable occasion reputedly managed it in a mere 2 hours and 25 minutes: an average speed of almost 112 miles per hour. Unbelievable perhaps, but if anyone could do it, Gilles could.

After Villeneuve's untimely death in the 1982 Belgian Grand Prix, the car was retained by Ferrari until 1984, whereupon it was sold to Michele Superbo of Modena. Thereafter, it passed

to his wife Rosanna in 1994 until it was acquired by the vendor in 2010. Since then, the car has been displayed in his native Denmark, and was invited to form part of an exhibition at the Museo Ferrari, Maranello, in 2012.

Remarkably original, having covered less than 37,000 km from new, chassis 21371 represents a rare opportunity to acquire not only a highly desirable early series 308 GTS, but also a priceless association with, as Jody Scheckter so aptly put it, 'simply the fastest driver in the history of motor racing'.







151

1971 FERRARI DINO 246 GT

CHASSIS NO. 01862
ENGINE NO. 0007460
GEARBOX NO. 895 M

COACHWORK BY SCAGLIETTI

Previously owned by former Ferrari
Formula 1 driver René Arnoux

A French-registered Ferrari from
new, with known history

€230,000 — €280,000

DOCUMENTS



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





Born as a European-specification M-series Dino 246 GT, chassis no. 01862 was originally finished in Giallo Fly (20-Y-191) over a Nero (161) Vinyl interior. Completed by the factory in April of 1971, that same month it was delivered to Charles Pozzi's distributorship in Paris. In May, it was purchased there by its first owner, Dr Patrick Fellus, also a resident of Paris. By 1978, it had moved to a Mr Buzane and in his ownership, the car was registered on French registration 8432 ED 93 and later 6837 SB 35.

The car would stay in France with its next owner, perhaps one of the most famous Frenchmen ever to be associated with the brand: Formula 1 driver René Arnoux. With successful stints at both Martini and Renault, Arnoux had purchased chassis no. 01862 by at least 1981, two years prior to joining the Scuderia, when he was still racing for Equipe Renault Elf. As a Ferrari owner by the time he signed with Ferrari, Arnoux must have been thrilled to join the team, and he allegedly had his Dino restored at the factory while he was driving for the Scuderia.



Arnoux eventually sold the car to Mr Frédègue, who registered it under the name of his daughter. It was later sold to the consignor who later sold it to one of his friends, Michèle Rivière on the condition that the consignor would be offered first refusal should Michèle ever decide to sell. Upon the death of Michèle's husband in 2006, the deal was upheld, and the consignor bought back his Dino, and has remained with him for the past 10 years. During this time, the car has been fitted with a new steering rack and stainless-steel exhaust system.

Accompanied by a photocopy of a previous carte grise in the name of René Arnoux, a Ferrari owned by a member of the Scuderia's own Formula 1 team is truly a car to be treasured. For the Arnoux fan, it would be difficult to find a more exciting Ferrari.







152

1954 FIAT 8V COUPÉ

COACHWORK BY VIGNALE

CHASSIS NO. 106.000047
ENGINE NO. 000090

€750,000 – €950,000

DOCUMENTS



Form 13.20 A
See page 6 for VAT status explanation.

Fiat's 1950s 'supercar'; stunning Vignale coachwork
Displayed at the VII Concorso d'Eleganza di Roma in 1954
One of the few surviving 8Vs with its original engine

Of all the famed Italian automakers, Fiat is not normally recognized as a builder of lavish, coachbuilt grand touring cars. The Italian automaker's first engines were four-cylinder units, often of gargantuan proportions. Fiat produced its first six-cylinder engine in 1907 and even a V-12 from 1921 to 1922. However, it was not until 1952 that Fiat would produce an engine with eight



cylinders, and the chassis and bodies it resided in were just as special as the engine.

This 8V model, or Otto Vu in Italian, was built for two years only, in 114 examples, and it remains one of the marque's most legendary motor cars to this day. It was the star of the Geneva Salon in March 1952, and it goes without saying that this new Fiat got lots of attention from the motoring press. *Road & Track* called it 'the biggest surprise of the year', and *The Motor* remarked that 'the last thing which had been expected from Italy's largest car factory was a truly streamlined 2-seater saloon'. With its potent new powerplant, which was clothed by bodies designed by the world's finest coachbuilders, everyone knew that this was truly a special automobile in every sense of the word.



CHASSIS NO. 000047

The distinctively handsome Vignale-bodied coupé shown here, chassis no. 000047, was originally exported to Turin on 11 June 1953, finished in green. The design is distinguished by its flared rear fenders, forming finned flying buttresses on either side of the deck lid and inset rear window; a distinctive oval radiator opening flanked by chrome 'bumperettes' (echoed in the rear) and carrying a simple egg-crate insert; and delicate chrome trim around the doorsills and windows. Features of the car, including the round headlights and the design of the front fenders, are echoed in other Vignale designs of the period, including OSCAs and Ferrari 375 Americas. Low windows and a high beltline exaggerate the power and personality of the lines. The interior is understated, with pleated leather bucket seats facing a dashboard with a full complement of simple round Veglia gauges.

Displayed at the VII Concorso d'Eleganza di Roma on 12–13 June 1954, the car was then delivered to its original owner, Alberto Carfomella, of Alessandria. It was first registered as AL 40085 on 9 July 1954 and was later re-registered in Perugia as PG 30151.

Further records indicate that the car was exported to the U.S. from Genoa in 1957, by which time it had already been refinished in a darker green than the original hue. From that point, its

history is not known until the late 1980s, when it was purchased by the Blackhawk Collection in Southern California. Don Williams recalls the car as 'a nice, well-preserved car, that was "pure" then and still is. It was restored by Mike Fennel, which was really just a matter of going through the car and restoring its paint, interior and mechanical components, as so much of it was still in good condition.'

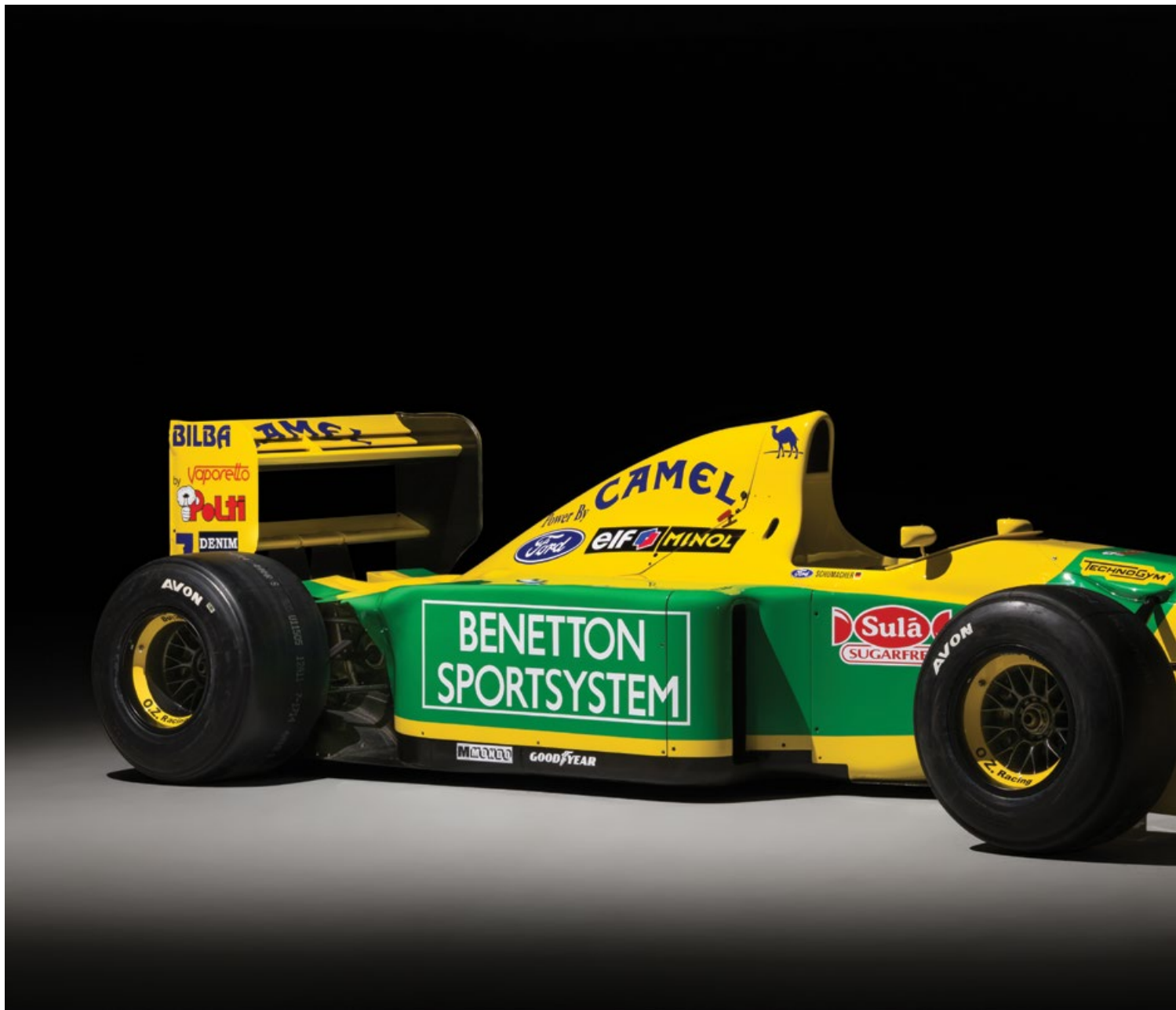
The car was refinished in red over a tan leather interior as part of the restoration, which was completed in 1990. Two years later, it was acquired by the present owner, in whose European collection it has remained for over two decades. Well preserved, the car is

noteworthy for still having its original engine, as is documented in historian Tony Adriaensens's book, *Otto Vu*. Most 8Vs were used rather hard by their original owners, resulting in the loss of the original engine, but this example's state of preservation prior to the restoration meant that its engine was as preserved as the rest of the car.

As one of very few 8Vs still with their original engine, and with a striking and attractive muscular design, this is among the most exciting surviving examples of the world-famous *Otto Vu*, an Italian 'supercar' of the Jet Age.







153

1992 BENETTON B192 FORMULA 1

CHASSIS NO. **B192-01**

€550,000 – €750,000

OFFERED WITHOUT RESERVE

DOCUMENTS



Bill of Sale

See page 6 for VAT status explanation.

Driven by Michael Schumacher to 2nd place
in the 1992 Spanish Grand Prix

Spare car for 1992 San Marino and Monaco Grand Prixes

Impeccably presented in original livery, with
correct-specification LPE Ford HB engine

Accompanying spares package and Certificate
of Authenticity from the Benetton team

Having cut their Formula 1 teeth initially as sponsors of the Tyrrell and Alfa Romeo teams, the Benetton family forged a deal to purchase the ailing Toleman Motorsport team at the end of 1985. Retaining the services of highly rated designer Rory Byrne, the first Benetton – B186 – was powered by a four-cylinder turbocharged BMW engine and showed early promise, culminating in a landmark first win in the 1986 Mexican Grand Prix courtesy of Gerhard Berger.



Michael Schumacher and Nigel Mansell celebrate atop the podium after the 1992 Spanish Grand Prix. *Courtesy of McKlein Archives*

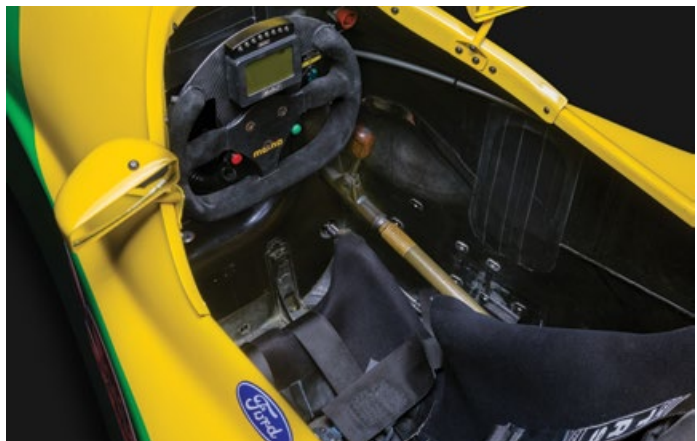
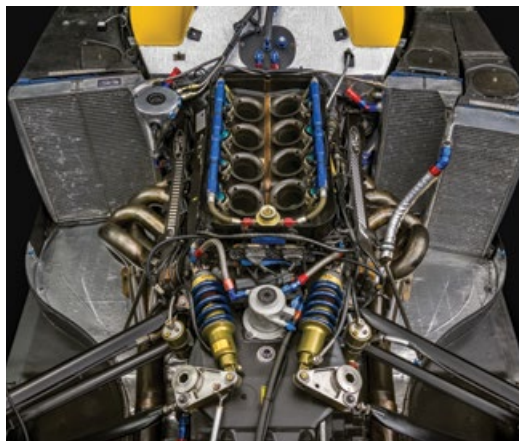
A switch to Ford-Cosworth Turbo engines for 1987 and then normally aspirated Cosworth DFR power for 1988 saw continued progress, but it was the introduction of the all-new Ford HB engine in 1989 which heralded the start of the Benetton glory years. Alessandro Nannini took a further win in Japan driving the B189, whilst in 1990 new signing Nelson Piquet enjoyed something of an Indian summer with victories in Japan and Australia. Piquet won in Belgium in 1991 although, in retrospect, perhaps more significant that weekend was the emergence of German wunderkind Michael Schumacher who outscored his thrice World Champion teammate in each of his first three races for the team.

Having started the 1992 season with a heavily revised version of the John Barnard-designed B191, the all-new B192, penned jointly by Byrne and Ross Brawn, was used from the Spanish Grand Prix onwards. With conventional 'passive' suspension and sequential gearbox, the B192 was technically conservative in comparison to the actively suspended, ABS-braked, semi-automatic Williams FW14B, but nevertheless it propelled Schumacher to five podium placings and a maiden win in Belgium. Furthermore, it secured Schumacher 3rd place in the World Drivers' Championship of that year, as well as 3rd place for the team in the Constructors' Championship.



This particular chassis – B192-01 – was used by Schumacher in Spain to qualify an impressive 2nd, ahead of Ayrton Senna’s McLaren-Honda, albeit more than a second adrift of Mansell in the all-conquering Williams. In the race, Mansell won comfortably, but Schumacher took his maiden runner-up spot in Formula 1, with a fine drive in difficult conditions. Thereafter, the car was relegated to spare car duties in both San Marino and Monaco, ensuring that the car never sustained damage.

Immaculately presented in its original eye-catching Camel cigarette livery, B192-01 retains its correct Ford HB engine, which is understood to have covered approximately 1,000 kilometres since its last rebuild by Langford Performance Engineering. The car has recently been refreshed by CGA Engineering. As the first Formula 1 chassis on which Schumacher, Byrne and Brawn worked together – en route, ultimately, to a remarkable seven Drivers’ and six Constructors’ titles – the car’s historic significance cannot be overstated. Furthermore, it provides a relatively affordable introduction to the awe-inspiring performance of modern generation Grand Prix cars and would be a stunning addition to any serious single-seater or competition car collection.



Michael Schumacher en route to a 2nd place finish at the 1992 Spanish Grand Prix. Courtesy of LAT Images



154

◇ 1967 FERRARI 330 GTC

COACHWORK BY PININFARINA

CHASSIS NO. 11087
ENGINE NO. 11087

Recent work by Luppi and Toni Auto in Modena
Fully numbers matching with factory air conditioning
Presented in its original colour scheme
One of 598 330 GTCs produced between 1966 and 1968

€425,000 – €475,000

DOCUMENTS



See page 6 for VAT status explanation.

The 330 GTC filled a noteworthy gap in the Ferrari line-up, one that existed between the performance-oriented 275 GTB and the softer, more refined 330 GT 2+2. Ferrari faithful demanded a well-appointed and luxurious grand touring machine that offered traditional Ferrari performance with slightly more subtle styling and more space for luggage. Maranello met the challenge with the 330 GTC, a car that many consider to be among the finest grand touring cars of the late 1960s.



According to the records of noted Ferrari historian Marcel Massini, the 330 GTC offered here, chassis no. 11087, was the 461st of the 598 330 GTCs built. It was completed by Pininfarina in March 1968 and delivered wearing Argento paint and a Nero Franzi interior in April 1968 to Ferrari importer Carlos

Kauffmann in Caracas, Venezuela. The car was sold to its first private owner, a Mr Bragazza of Caracas, later that same year. The next known owner was Mr Patrick Cook of Miami, Florida, a member of the Ferrari Owners Club USA. The car was listed under his ownership in the 1988 membership roster of the club, which included a picture which showed the car on Venezuelan license plates with the number 'BAU 691'.

The car was then reportedly offered for sale in March 1990 by Albrecht C. Guggisberg's Oldtimer Garage Ltd. of Toffen, Switzerland. Following a quick stint in Japan, it was next purchased by dealer Mario Bernardi of Hann. Münden, Germany.

The next known history for chassis no. 11087 shows that it was offered for sale several times in 2000 and 2001 in the *Ferrari Market Letter*, stating that the car had 105,000 km on its odometer.

Later sold to England, the car then apparently made its way to Japan once again and was offered for sale there in 2015. It was reportedly purchased by Stefan Mayr of Munich, Germany, who later traded the car to the consignor in March 2018. More recently, the car was shipped home to Modena, Italy, where the seats and door panels would be re-trimmed in Connolly leather by Luppi and received a service by Toni Auto.





Despite its extensive travels around the world, chassis no. 11087 is in excellent condition throughout. The car is confirmed to retain both its original engine and gearbox and is presented in its original colour scheme, and also includes the factory air conditioning, only adding to its overall desirability. An excellent driver's example of one of the most desirable grand touring Ferraris of its time, this 330 GTC offers comfort, performance and a fascinating history.

Please note that at the time of cataloguing, Classiche certification has been applied for.







155

1975 BMW 3.0 CSL 'BATMOBILE'

One of 110 first-series 'Batmobiles' built

Presented in overwhelmingly original condition

Accompanied by a BMW certificate

CHASSIS NO. 2275501

ENGINE NO. 2275501

€290,000 – €390,000

DOCUMENTS



UK V5

See page 7 for VAT status explanation.



The BMW 3.0 CSL offered here, chassis no. 2275501, is one of the just 167 'Batmobiles' ever built. According to its BMW certificate, the car was reportedly completed on 27 July 1973, finished in classic Chamonix Metallic White (085). One month after completion, on 27 August, the car was exported to Walter Sauermann, the BMW dealer in Las Palmas de Gran Canaria.

Though it was built in 1973, the car was not registered until 19 June 1975, when it was put on the road by its first known private owner, Emma Maria Sidler Balmer of San Bartolome de Tirajana, Las Palmas. One of just three 'Batmobiles' delivered new in Spain, the car received the registration number GC-2554-F. The car reportedly remained in Gran Canaria until 1985 when it was exported by its owner to Hamburg, Germany, where it stayed until at least mid-1986 as documented by fuel receipts.

The Batmobile reportedly remained in Germany for some time in 2007 when it was featured in an article of the Spanish classic car magazine *Coches Clasicos*. The author of the article was so taken with the car that he purchased it and returned it to Spain. It then reportedly received a complete service in Barcelona by an expert racing mechanic, with special attention paid to the complex 3.0-litre fuel-injected race-derived engine. It was purchased by the current owner in 2013.

Lovingly preserved since new, it remains in overwhelmingly original condition, including the majority of the same Chamonix Metallic exterior paint with which it left the factory. It retains its original 'Batmobile' aerodynamics package, including the often-damaged front air dam, short roof spoiler and three-piece rear wing. Inside, the original black and red Scheel sport seats remain along with the original three-arm steering wheel which is specific to this model. Perhaps most importantly, the original numbers-matching engine, reading just 39,072 km from new, remains installed in the recently detailed engine bay.

As one of the 110 first-series 'Batmobiles' built, this is indeed a special and important car. It may very well be the best preserved original example of this iconic homologation model. No doubt, it deserves a place of honour in a fine collection to ensure its continued preservation.









156

○ 2017 FERRARI CALIFORNIA T 70TH ANNIVERSARY

CHASSIS NO. ZFF77XJB000226536

€315,000 – €360,000

DOCUMENTS



German Fahrzeugbrief
See page 6 for VAT status explanation.

Livery #14: Gran Turismo Perfection,
based on the 250 Europa GT 0419GT

One of five Ferraris and the only California T finished in this livery

Virtually as-new throughout, with only delivery mileage



Looking to showcase the capabilities of its Tailor Made department, rather than produce a special, limited-edition model for its 70th anniversary, Ferrari instead decided to highlight some of its most interesting vehicles on the canvas of its current production models. Utilizing the F12, GTC/4 Lusso, California T, 488 GTB and 488 Spider as a basis, Ferrari designed 70 different and unique liveries, each to represent a model or individual car central to its history, from the earliest 125 to the 458 Speciale Aperta. Allowing the Tailor Made department to flex its muscles, Ferrari showed its clients that while the next 70 years will certainly have lots to look forward to, it is not forgetting its past.

Livery number 14, this lovely Bianco Avus and Verde (395) livery is dubbed 'Gran Turismo Perfection'. Its inspiration came from chassis no. 0419 GT, a 250 Europa GT bodied by Pinin Farina that was one of the stars of the 1956 Brussels Motor Show. Truly the epitome of La Dolce Vita, the car and its colours conjure up images of relaxing drives around the Italian lakes and the South of France. Pinin Farina's coachwork on the 250 GT Europa was truly stunning, and the unique colour scheme on 0419 GT truly made it a head turner. Over 60 years later, it still does not disappoint.

The colour scheme suits the bodywork and overall persona of the California T perfectly. Luxurious and practical enough to be used on a daily basis yet still special enough to bring excitement to every drive, the California T is the ultimate evolution of the California platform before the debut of the Portofino in late 2017. Turbocharging the California's V-8 engine meant raising total output by 70 bhp to 552 bhp. Even though the engine provides 49% more torque than its naturally aspirated predecessor, fuel consumption was reduced by over 15%, resulting in a 20% increase in overall range.





Aside from the roof, the green highlights continue through to the interior, where it is used to highlight several pieces of trim, including on the transmission tunnel, dashboard, carpets and even the transmission shift paddles behind the steering wheel. In addition, it is important to note that the California T is accompanied by all of its original accessories, including the Attestato per vetture con Allestimenti Speciali binder, drawing

and presentation box. Having only accumulated delivery and testing miles, the car is in virtually as-new condition, ready to be driven and enjoyed along the shores of the Mediterranean.

A four-seat convertible Ferrari in a unique colour scheme to celebrate a milestone anniversary? Gran Turismo Perfection indeed







157

1965 PORSCHE 911

CHASSIS NO. **300835**
ENGINE NO. **900965**

€275,000 – €325,000

Desirable early 911 with highly sought-after '300' chassis number

Presented in original colours with factory options

Beautifully restored; retains its original engine

DOCUMENTS



Croatia Vehicle Registration Certificate
See page 6 for VAT status explanation.



When Porsche began to assess ways of improving its successful 356 model in the mid-1950s, it soon became clear that a mere evolutionary development would in no way suffice. Such were the potential changes to the 356 that an entirely new model would be developed. The new Porsche would offer occupants more space, along with a stowage area that would allow sufficient room for a set of golf clubs. The new model's performance level was aimed at that of the 356 Carrera 2, while matching the refinement of the 'regular' 356. The basic layout of the platform was to be retained, as well as Porsche's well-known silhouette.

Ferry Porsche's eldest son, Ferdinand, was responsible for the design, developing the chassis and body, while his cousin, Ferdinand Piëch, developed its air-cooled flat-six. With a slightly longer wheelbase, the new Porsche debuted at Frankfurt in 1963 as the 901. However, following Peugeot's objections to the name, claiming rights to all three-digit car names with a zero in the middle, a simple change heralded the arrival of the new Porsche 911.

Early advertisement of the new car declared: ' . . . design and build – almost without compromise – the ultimate car for getting from here to there in the quickest, safest, most enjoyable manner possible. Result: The new Porsche.' The 911 was new in every detail, yet unmistakably Porsche.

The fine 1965 Porsche 911 offered here has a hugely desirable 300 series chassis number, indicating that it is among the earliest 911s completed during the first full year of production and was specified in silver (colour code 6206B). A De Lux model with an outside door mirror, Dunlop tyres, Blaupunkt radio, loud speaker, antennae and double head rests, it was delivered to its first owner, John E Ellis of Atlantic Avenue in Monaca, Pennsylvania.





The consignor purchased the 911 in barn-find condition from an owner in California who had the car since 1970, believed to be its second custodian. Found to be largely complete and with its original engine, the car subsequently returned to Europe where it underwent a thorough restoration. Now this incredibly desirable early production 911 presents in excellent condition. With only its right front fender replaced, all wheels are correctly stamped and the Solex carburetors are correctly dated. It is accompanied by a copy of the original Kardex.

As one of the greatest driving machines ever produced, in its iconic and most desirable early form, this 911 from 1965 will continue to provide ample evidence of pure Porsche character that continues to infuse the current generation of 911 models over 50 years later. This striking example provides an excellent opportunity to acquire one of these very special cars.







158

2006 FERRARI 575 SUPERAMERICA

CHASSIS NO. ZFF6T61B000146050

€550,000 – €650,000

DOCUMENTS



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

One of just 599 examples built, and one of only 43 manual transmission Superamericas

Single owner from new and less than 10,000 original kilometres

Equipped with desirable HGTC package

After the 550 Maranello was introduced in 1996 as the spiritual successor to the 365 GTB/4 Daytona, Ferrari's clients insisted on the introduction of an open-top variant of the new car. This would be a limited-production car only available to Ferrari's best clients. The car that resulted was the 550 Barchetta, and although it was identical in nearly every way to the 550 Maranello, it was indeed to



be a pure roadster, harkening back to Ferrari's earliest models. Offered with only a temporary soft top for emergencies when caught in the rain, many customers felt limited by the car's lack of a conventional roof and would only use their cars for brief journeys in perfect weather.

Ferrari was aware of this for the introduction of the 575M Maranello, and for its open-top sibling, aimed to produce a more well-rounded convertible. For this, they devised a brand-new convertible-top system, offering their clients all the freedom of a convertible coupled with the security of a coupé.

What made the Superamerica unique and much more usable than its predecessor was a Revochromico rotating hardtop.



Constructed using a carbon-fibre frame integrated with electrochromic glass, it was the first roof of its kind to be fitted to a production car. When closed, the opacity of the roof could be adjusted via a dial in the cabin, turning the glass from fully transparent like a conventional sunroof to allowing in just 1% of available light. With the press of a button, the roof easily rotates back to rest flush with the boot lid, leaving the rear window to function as a wind deflector. Another major plus of this design was that as the roof rests on the rear deck, it does not obstruct luggage capacity, and the boot is more than spacious enough for a weekend getaway for two.

Ferrari only built 559 Superamericas, and all were spoken for by the time it was announced. As with the 575M Maranello coupé, the majority of 575 Superamericas delivered new were equipped with Ferrari's popular optional F1-style six-speed transmission. However, Superamericas could also have a gated six-speed manual, and only a handful of owners elected to have their Superamerica equipped as such.

Delivered to its first and only owner in 2006, this 575 Superamerica is one of just 43 cars equipped with the manual transmission. Better still for both collectors and driving enthusiasts alike, this Superamerica is also fitted with the desirable HGTC pack, boasting carbon-ceramic brakes, titanium exhaust and suspension and steering upgrades. Finished in Grigio Titanio over a Cuoio leather interior, this Superamerica has travelled less than 10,000 km throughout its life.

Highly desirable and collectable, the 575 Superamerica represents the modern, open-top V-12 Ferrari at its best. As Montezemolo-era six-speed manual transmission cars grow ever-more desirable, the Superamerica stands out from its siblings as a limited-production convertible and the most desirable iteration of the vaunted 575M Maranello.







159

*2018 RUF CTR3 CLUBSPORT

CHASSIS NO. **W09BM0388JPR06022**
ENGINE NO. **CTR338021C**

€800,000 – €900,000

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).

Displayed at the 2018 Geneva Motor Show
One of the final CTR3 Clubsports produced
Presented in virtually as-new condition

Alois Ruf may have cut his teeth as Germany's preeminent Porsche customizer, but the CTR3 is something altogether different. At first glance its Porsche roots are obvious—there are the twin ovoid headlights and the curvy haunches. Yet the CTR3 is more Porsche-inspired than Porsche-based.

Visit www.rmsothebys.com to view all photos.



Instead of the Porsche underpinnings that governed the design of every RUF car prior, the CTR3's platform was developed in conjunction with Canadian supplier Multimatic, the same company responsible for production of Ford's new, Le Mans class-winning GT. Its footprint is about that of a 911, but the CTR3's wheelbase is nearly 11 in. longer to accommodate a rear-mid-mounted engine.

The 3.8-litre flat-six squeezed between the axles is, of course, a Porsche unit, but in the CTR3 it is upgraded with a pair of KKK turbochargers that boosted power initially to 691 hp, but a more raw CTR3 Clubsport that debuted in 2012 upped that to a thundering 777 ponies sent to the ground via a seven-speed



dual-clutch transmission. Thanks to that power upgrade, the CTR3 Clubsport tops out at a hefty 236 mph.

Given its excellent rear-mid-engine balance and relatively light 3,000-lb. curb weight, the CTR3's road manners are more akin to a supercar than a sports car. Its acceleration is ferocious, matched by excellent handling tenacity thanks to Porsche 997-sourced MacPherson struts up front and a RUF-engineered multi-link rear suspension.

Inside, the CTR3 blends Porsche switchgear and design with RUF's unique touches. Special leather-wrapped carbon fibre seats and a three-spoke steering wheel split the difference between comfort and performance.

The Oak Green CTR3 Clubsport presented here is one of the final examples built. It made its debut alongside RUF's latest model, the SCR, in March at the 2018 Geneva Motor Show and today presents in virtually as-new condition throughout, ready to be driven and enjoyed.

Fewer than 30 CTR3s were built, with just seven of those the more hard-core Clubsport. To mark the occasion, this CTR3 Clubsport was signed by Alois Ruf himself and it will be presented to its next owner with a commemorative watch. Over the years, RUF has earned a stellar reputation for quality and attention to detail in upgrading Porsches and producing its own cars. The CTR3 Clubsport is without doubt RUF's wildest creation yet and a must-have for any enthusiast of high-horsepower German supercars.



The RUF stand on RUF's stand at the 2018 Geneva Motor Show. Courtesy of Nicolas Jeannier



160

1966 FERRARI 275 GTB

COACHWORK BY SCAGLIETTI

CHASSIS NO.
08729
ENGINE NO.
08729

€2,000,000 – €2,200,000

One of 88 long-nose, steel body, triple-carburettor examples; torque-tube driveshaft

Built to European specifications with metric instrumentation

Long, well-known enthusiast history

Exceptional restoration by Bob Smith Coachworks; ideal for concours and rallies

Offered with tool roll, owner's handbooks and Borrani wire wheels

Matching-numbers engine; Ferrari Classiche certification in progress



DOCUMENTS



Proof of EC Taxes Paid

See page 6 for VAT status explanation.

By 1963, it had become increasingly apparent to Ferrari's engineering team that the long-running and highly successful 250 GT series of road cars had reached the end of its development potential. Despite the fact that Ferrari was drifting towards a more luxurious base V-12 car, the company still

wanted to maintain its fine tradition of dual-purpose sports/racing cars, which had cemented its considerable sporting reputation. Renowned British racer Michael Parkes, at the time a Maranello works driver, participated in considerable testing and proved to develop a replacement model for the



250 GT platform, one that ultimately drew considerably from the 250 GTO, with its long front hood and short rear deck.

The resulting 275 GTB, or Gran Turismo Berlinetta, debuted to great acclaim at the 1964 Paris Motor Show, appearing in tandem with a companion open-top spider version. While the

elegant 275 GTS was constructed by Pininfarina, with a design brief stressing comfort and luxury, the 275 GTB retained the more sporting characteristics of prior Ferrari sports/racers and was built by Scaglietti.

Technically, the 275 featured the final development of the classic single-overhead cam Colombo short-block design, which was now enlarged to displace 3,286 cc. Optimal weight balance was achieved by mounting the gearbox directly to the rear axle, a rear transaxle design that would become a standard practice in many ensuing Ferrari road cars. The 275 is also notable as the first Ferrari for the street to feature an independent suspension on all four wheels, an innovation that eventually took hold across automobile manufacturing.

A year after the 275 GTB's 1964 debut, a second series was unveiled that featured a longer nose, a modification intended to aid aerodynamic downforce at high speeds.

The example offered here, chassis no. 08729, was originally delivered on 11 July 1966 to Alberto Morandi of Cremona, Italy, finished in Argento Metallizzato with Nero leather upholstery, and to European specifications with left-hand drive and metric instruments. The car is one of 88 275 GTBs built in long-nose form with steel bodywork and three carburetors, and as a late-production







model also features the desirable torque-tube driveshaft.

Subsequent Italian owners of the 275 GTB included Pierino Reali and Angelo Restelli, before the car was exported to the U.S. in 1974. It spent most of its life thereafter in North America with a known succession of enthusiast owners, including H. Judson Holcomb, who exhibited it at the Ferrari Club of America Annual Meeting in May 1980; Bill Tracy of Virginia; and Fred Redell Jr, who displayed the car at the Charlotte Motor Speedway in March 1985. Later it was acquired in 1997 by the late Donald Mann of Franklin, Tennessee, a well-known and beloved enthusiast respected for his affable nature and the way he truly used his automobiles. Mr Mann was proud of the 275 GTB being a fit road automobile which was usually piloted to Ferrari Club events in far-flung locales under its own power.

The car was acquired by its next owner, Issam Karanouh, in 2005 and submitted to Bob Smith Coachworks, a well-known marque specialist, for a high-quality cosmetic restoration. As part of this

work the car was refinished in its current Blu Metallizato over light tan leather; much of the trim was refinished; all the weather stripping, hoses, belts and fuel lines were replaced; and the brakes and transaxle were rebuilt. Mr Karanouh displayed the completed 275 GTB at The Quail in 2008, receiving the Pacific Tweed Courtier Eye for Style Award.

Well suited for both continued concours appearances and road rallies, the 275 GTB presents in absolutely beautiful condition throughout, both cosmetically and mechanically, and is offered with its set of owner's handbooks, tool set and Borrani wire wheels, as well as a copy of its Ferrari build sheets. It is a spectacular automobile with a profile as dramatic as its performance, sure to win the heart of a new caretaker, especially being a later, torque-tube model.

Please note that at the time of cataloguing, Classiche certification has been applied for.





161

*2018 LAMBORGHINI HURACÁN RWD COUPÉ

CHASSIS NO.
ZHWE2ZF1HLA06894

€250,000 – €350,000

OFFERED WITHOUT RESERVE

Offered by His Holiness Pope Francis

Proceeds to benefit a number of charities selected by His Holiness



DOCUMENTS



Certificato di Origine Lamborghini

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).

Donated to His Holiness Pope Francis by Automobili Lamborghini, all proceeds from the sale of this Huracán RWD Coupé will be delivered directly to the Holy Father, who shall allocate the proceeds as follows: 70% to the city of Nineveh, Iraq (a city heavily attacked and besieged by ISIS), 10% to 'Amici per il Centrafrica Onlus', 10% to Groupe International Chirugiens Amis de la Main (GICAM) and 10% to the Pope John XXIII Community Association.

Customized and built to European specifications by Lamborghini's Ad Personam program, the car is finished in Bianco Monocerus contrasted by Giallo Tiberino stripes and detailing in homage to the colours of the flag of Vatican City. Riding on diamond-finished 20-in. Giano wheels covering Nero callipers, the car is trimmed within in Bianco Leda Sportivo leather, with Lamborghini crests adorning the headrests. The final touch was added



by the Pope himself, who signed the bonnet of the car upon seeing it for the first time. Presented in virtually as-new condition, the Huracán has remained in static storage since being produced in late 2017.

Benefitting a quartet of deserving charities all near and dear to Pope Francis' heart, the sale of this Huracán represents a unique opportunity to acquire a wholly unique Lamborghini while giving back to worthy causes in the name of His Holiness.







162

1955 PORSCHE 356 1500 COUPÉ

COACHWORK BY REUTTER

CHASSIS NO. 53785

ENGINE NO. 35204

€225,000 – €275,000

DOCUMENTS



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

Two-year, fully documented restoration

Beautiful period-correct colour scheme

Retains its original engine

Completed on 30 June 1955 and delivered new to the U.S., this early and very elegant Porsche 356 1500 “Bent-windshield” Coupé enjoyed regular usage until 1968. With its odometer reading a mere 44,000 miles (70,800 km), it was placed into a rural barn in California. Over time, its condition deteriorated, but it remained complete and unmolested. It was recovered and exported to France just a few years ago. This rare and very desirable Reutter coupé was first subjected to a comprehensive inspection and appraisal and found to be complete, undamaged and rust-free.



It was entrusted to 356 expert Ever Green Cars in Casalmiocco, near Milan, Italy, where it was given a careful bare-metal restoration that consumed hundreds of hours over a two-year period from 2013–2014. Originally finished in Pearl Gray with a red leatherette interior, the new owner selected the lovely 1953 factory colour of Palm Green (R526) with complementary beige upholstery. The interior features factory-correct materials and is highlighted by a vintage Telefunken radio restored by a German audio specialist. A set of 15-in. whitewall tires present a delightful contrast. The consignor states that all mechanical components were properly overhauled.

Since its completion several years ago, this rare and delightful little Porsche coupé has been driven minimally, but those short jaunts have included several tourist rallies and weekend jaunts near Cannes. The owner has installed a hand-priming fuel pump to allow easier starting when the car is revived after winter storage. The car is supplied with a FIVA registration dated 2014, a comprehensive file of restoration photographs, a complete tool roll and its original jack, plus matching green luggage.

Perfect as is for vintage rallying, touring and club events, or perhaps returned to its original colour scheme for Concours entry, this elegant early 356 awaits its next proud owner.





163

○ 1999 LAMBORGHINI DIABLO GT

CHASSIS NO. **ZA9DE21A0XLA12333**

€775,000 – €875,000

DOCUMENTS



German Registration
See page 6 for VAT status explanation.

Likely the lowest mileage example in existence; just 276 km from new

The wildest iteration of the Diablo; one of just 80 produced

When it was launched at the 1999 Geneva Motor Show, the Diablo GT introduced Lamborghini's customers to a new realm of road car performance. The GT was a road-legal product of the Diablo GT2 racing program and featured the extensive use of carbon composites, as well as a suite of track-honed powertrain improvements, setting it poles apart from the concurrent Diablo SV.



Even by the standards of Sant'Agata Bolognese's engineers, the new carbon-fibre bodywork was aggressive. A new front air dam, enormous rear diffuser and bespoke rear wing all saved weight and improved the aerodynamics, whilst widened front sections allowed for better suspension geometry to improve handling. Indeed, only the scissor doors and roof were retained from the existing model. The mechanical aspects of the car were also intensely fettled. Two-wheel drive replaced the heavier four-wheel drive system, and the V-12 engine, now breathing through a roof-mounted snorkel intake system, was enlarged from 5.7 to 6.0 litres.



Other improvements included a centrally mounted twin racing exhaust, titanium con rods, a lightweight crankshaft and revised engine management electronics. The results were prodigious: 575 bhp, 630 nm torque and a top speed of 215 mph. Lamborghini was so confident of the car's performance that they proclaimed to be 'the fastest production car in the world'.

This example was delivered new to a VIP customer of Kremer Lamborghini, one of the largest, most significant and oldest Lamborghini distributors in Europe. Astoundingly, this individual has retained the car from new until today, and it has barely been used since 1999, now showing just 276 km on the odometer. Whilst remaining immaculately preserved its entire life, the Diablo has been recently recommissioned in December 2017 and is reported to be running perfectly.

Tastefully specified in Nero with black and grey Alcantara trim, it is supplied with its correct carbon-fibre briefcase, original order sheet, original warranty card, service book and assorted paraphernalia from the factory. Almost certainly the finest and lowest mileage Diablo GT in existence, this is an acquisition opportunity that will not be repeated.







164

1987 PORSCHE 959 KOMFORT

CHASSIS NO. **WP0ZZZ95ZHS900083**
ENGINE NO. **65H00122**

€785,000 – €950,000

DOCUMENTS



Italian Libretto
See page 6 for VAT status explanation.

The 67th 959 produced
Substantial recent servicing, ready to be driven and enjoyed
Rare Anthracite grey colour combination

In the automotive realm, the FIA's Group B was truly the wild west. With practically any technology permissible, the sky was the limit for manufacturers to design and build cars that would push the edge of the envelope in motorsport like never before. Of course, this seemingly all-out arms race for more power and performance with seemingly little regulations meant that Group B was notoriously



dangerous and ultimately short lived. To homologate their cars for racing, manufacturers needed to produce at least 200 street-legal variants of their racing cars, leaving well-heeled individuals the opportunity to experience the lunacy of Group B on public roads, creating some of the most exciting cars the world has ever seen.

Porsche's Group B competitor would first be shown at the 1983 Frankfurt Motor Show and was dubbed the 'Gruppe B'. With a silhouette similar to that of a 911, four-wheel drive was at the model's heart, and enormous thought and effort went into making the competition variant, the Type 961, as competitive as possible through creating something hugely technologically advanced. While Group B was cancelled, it was decided that the 961's street variant would live on in an effort to recover some of those staggering development costs. Enter the 959.



Fewer than 300 were built, each costing the automaker well over the substantial 420,000 Deutsche Mark asking price. Yet it was far from a disappointment, and instead set the stage the next quarter-century of supercar development with a variety of technologies that were almost otherworldly at the time. Porsche's Porsche-Steuer-Kupplung (PSK) system allowed the driver to vary the 370 foot-pounds of torque between the rear and front axles, allowing up to 80 percent to the rear under hard acceleration, all managed electronically. The 959's highly advanced suspension was also race-derived, with double-wishbones at each corner, coil springs and double shocks that could be adjusted by the turn of a knob from the driver's seat. Both the ride height and shock damping were electronically adjustable, and a full array of instruments kept the driver in touch with everything going on behind and beneath.

The ferocious flat-six sent power to all four wheels via a unique six-speed manual gearbox that included an ultra-low 'terrain' gear that hinted at the 959's substantial prowess. Porsche was not the first with all-wheel drive, but the 959's programmable system shuttled power to all four Bridgestone RE71 tires with astounding tenacity. Those tires were wrapped around special 17-in. magnesium alloy wheels which boasted the world's first automatic tire pressure monitoring system.



Under its bespoke bodywork, the 959's flat-six featured air-cooled cylinders and water-cooled heads that put out a still-staggering 156 hp per litre, translating to 0–100 km/h times in less than four seconds and a top speed just a hair short of the mythical 200 mph mark. Regardless of its performance, in 'Komfort' trim, it still offered full leather trim and air conditioning amongst other luxuries, things that were nowhere to be found on Ferrari's F40, which offered the same level of world-beating performance. The 959 was praised by contemporary media and became the stuff of legend, even before the regular production run was completed. 'To call it perfect is the mildest of overstatements', *Car and Driver* wrote after driving the 959 in 1987.

The 959 Komfort presented here was just the 67th example produced and was delivered new to its native Germany. In 1996, it was registered BBY959, and then imported to Italy at the end of 1999. The car then had three owners until it was purchased by the current owner in 2013. Over the last five years, the current owner has invested nearly €60,000 into servicing from work completed at Centro Porsche Padova in 2013, 2014 and just this year. In addition to the aforementioned invoices, the 959 is

also accompanied by certification from the Automotoclub Storico Italiano verifying its provenance. Its dark grey paint shows little evidence of use, commensurate with the 49,000 km showing on its odometer, 4,000 of which were added by the current owner.

As such, this 959 is truly ready to use and enjoy. With thrilling performance that will leave most of today's production cars in the dust, this is a car that was born and bred for the crucible of motorsport yet a car that was technologically in a league of its own. It is nothing short of a marvel of automotive engineering that still remains cutting edge some three decades after it was first produced.







165

2011 FERRARI 599 GTO

CHASSIS NO. ZFF70RDB000181880

€600,000 – €650,000

DOCUMENTS



Swiss Carte Grise
See page 6 for VAT status explanation.

One of the finest creations of Ferrari's Tailor Made division

Unique Poltrona Frau leather interior inspired by Hermès

Single ownership and 3,750 km from new, presented in
concours conditions

Ferrari Classiche certified

By 2011, Ferrari's Tailor Made department was beginning to come into its own and customers were becoming very creative in customizing their new Ferraris to their wildest dreams. The sky was truly the limit in terms of customization. Virtually any colour, fabric or material could be utilized to make any Ferrari coming out of the factory truly one of a kind, surely never to be replicated.



Seemingly limitless possibilities were available, insuring that post-customization, such a uniquely tailored automobile would surely never be duplicated. Of course, some of the cars to leave the Tailor Made department only plucked at the heartstrings of the individual that ordered it new, but some others truly improved upon what Ferrari already considered perfect and would make any tifosi weak in the knees. This wonderful 599 GTO falls into the latter group, the perfect combination of performance and true luxury.

As an automobile itself, the 599 GTO made the perfect basis for a stem-to-stern effort of customization. As the highest-performance variant of Ferrari's flagship model, this was without doubt one of the most desirable cars on the planet and



a car that seemingly anyone with a driver's license would love to slip into the driver's seat of for just a few blissful kilometres. With 670 bhp on tap, the 599 GTO would rocket to 100 km/h in just 3.1 seconds and if the driver was brave enough, a top speed of 334 km/h. Race-bred technology developed as a result of testing in Ferrari's legendary Formula 1 program and the Corse Clienti program with the 599XX, which helped make this performance possible through revised aerodynamics and a more responsive F1-style gearbox. What more could one want from an automobile?

The development of this unique 599 GTO demonstrates the commitment of the original owner to create the ultimate example of the model. He was truly exacting in his requirements, and the finished product is testament to his eye for detail and the result of many hours spent pondering how to make his 599 GTO truly one of a kind in every way.

The exterior is finished in the very rare paint colour of Nero Stellato, a multi-layer black with metallic flakes designed to sparkle like the night sky, over a breath-taking interior fully trimmed in Poltrona Frau leather in Hermès' trademark orange colour with diamond 'losangatura' quilting rather than the car's standard and seemingly utilitarian Alcantara. Every surface possible is covered in the finest aniline leather, including the roof lining, and this attention to detail even carries through to the boot, also trimmed in the same leather with an embossed Cavallino emblem.



Reflecting this supreme attention to detail and pursuit of perfection, the original owner was not keen on the standard matte finish carbon fibre and commissioned all carbon fibre on the car to be completed in a gloss finish instead. This gloss carbon fibre was applied extensively throughout the design. Inside, the rear of the seats, door cards, door shuts, dashboard and centre console were all finished in carbon fibre, perfectly complimenting the elegant black contrasting stitching on the seats. Externally, the engine bay and the wing mirrors, fuel filler cap, rear diffuser and headlight buckets were all requested in gloss carbon fibre. The total cost of this extensive modification was a remarkable CHF 50,000. Alongside the all-important Scuderia shields fitted on the front wings, the car was ordered with 20" matte black 'Challenge' wheels and black front grille. The rear Cavallino and badging were also specially commissioned in matte black. Two particularly pleasing details are the brake callipers, which

were finished in gold to contrast perfectly with the interior, and the black exhaust tips. Further options selected included the tinted 'privacy' rear windows, interior dedication plate reading *'nec mundus duobus solibus potest regi'*, as well as the GPS system, front and rear parking sensors, white tachometer and the Bose hi-fi stereo.

The car is accompanied by Ferrari Classiche certification, stating that it was born exactly as it appears today. Offered today from its first and only owner, the car has travelled just 3,750 km from new and has always been serviced by Ferrari. The car presents in excellent condition inside and out, no doubt thanks to always being parked in a climate-controlled garage. The present owner has extended the manufacturer warranty year on year since the car's delivery, with the current warranty running until November 2018.

Importantly, this is the only 599 GTO to have ever left Maranello in this particular configuration thanks to the unique efforts of 'Personalizzazioni & Atelier'. What is more, at its completion it was reportedly the most expensive 'Tailor Made' Ferrari ever commissioned, at a remarkable cost exceeding CHF 600,000. As such, it is arguably the most remarkable 599 GTO to come to market in recent memory, adding a unique touch of luxury to the brutish personality and performance of the 599 GTO, making for perhaps the perfect Ferrari grand tourer. Simply stated, this 599 GTO checks all the right boxes and would be a significant addition to any collection.





166

1959 ALFA ROMEO GIULIETTA SPRINT SPECIALE 'MUSO BASSO'

CHASSIS NO. **AR 101.20 00068**
ENGINE NO. **AR 00120 0044**

€350,000 – €450,000

DOCUMENTS



Italian Libretto
See page 6 for VAT status explanation.

Early example, believed to be one of only a handful remaining

Nearly 50 years of single ownership

Recent, full restoration

Retains its original engine and five-speed gearbox

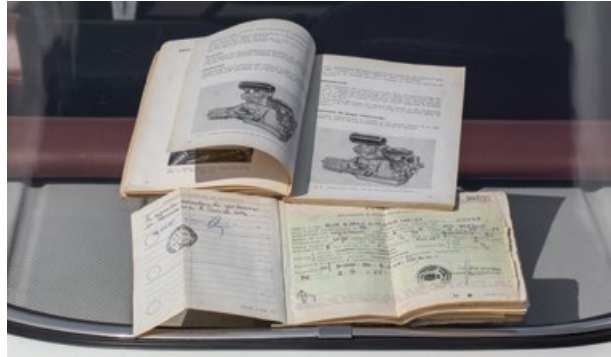
The post-war reputation of Alfa Romeo was founded on a generation of advanced, lightweight sports cars created in partnership with Italy's finest styling houses. Partnerships with Zagato, Pininfarina and Bertone resulted in some of the most beautiful cars ever made. Among them was the Giulietta Sprint Speciale, which borrowed its styling cues from the Disco Volante and futuristic Berlina Aerodinamica Tecnica (BAT) cars. The prototype, designed by Franco Scaglione and made by Bertone, was unveiled at the 1957 Turin Motor Show. Two further

designs were released before the final production model was presented in 1959, appropriately at the Monza race track. Aimed at gentleman racers, it was the company's response to the Porsche 356.

Based on a shortened Giulietta chassis, it was nimble and quick due to its lightweight construction, five-speed gearbox, twin Weber carburetors and race-bred, twin-cam 1,290-cc engine. The streamlined body had a drag co-efficient of just 0.28. Approximately 100 cars were made – largely to meet homologation rules – before the model was updated in 1960 with a higher nose and bumpers added to meet U.S. regulations. The low nose was also paired with a smaller bootlid and different side profile lines on the fenders. Some of these cars raced major events in period, such as the Tour de France Automobile. Only a fraction of those are said to exist today.



This car was ordered new by Sicilian Baron Nicola Musumeci of Acireale, Catania, a respected privateer racer who had some successes in regional events. He specified the car in Bianco Gardenia, one of just 39 cars built in this colour, with two-tone brown leather interior. He also specified a rear bench seat instead of the stowage compartment/drinks cabinet arrangement, which was another option. Following the Baron's ownership, the Alfa remained with a handful of different owners in northern Italy, before being acquired by a gentleman in Parma in 1965. Shortly thereafter, the car was put into storage and remained with him until 2014, when it was purchased by the consignor showing 74,097 km on its odometer.



The second owner has subjected the car to a no-expense-spared restoration by Italian marque specialists Marconato Gianni and Pinetti in Parma, which was completed in April 2018. It has not been driven since. The current owner advises the car has never been damaged and that the engine, gearbox and rear axle are all original. In addition, the Giulietta comes with its original handbooks and tools. Aside from the BAT cars, this is amongst the pinnacle of 1950s Alfa Romeos.





167

‡1957 FERRARI 250 GT BERLINETTA COMPETIZIONE 'TOUR DE FRANCE'

COACHWORK BY SCAGLIETTI

CHASSIS NO.
0879 GT
ENGINE NO.
0879 GT
GEARBOX NO.
47 C
AXLE NO.
53 GTC

€7,000,000 — €9,000,000



DOCUMENTS



Italian Libretto

See page 6 for VAT status explanation.

The 15th of 17 third-series examples with desirable covered headlights

Delivered new to and raced by factory driver Wolfgang Seidel

2nd overall at the 1958 Grand Prix of Spa-Francorchamps

4th overall at the 1958 12 Hours of Reims

Profiled in a feature article in *Cavallino 98*

Only two caretakers in the last 45 years; current custodian for over two decades

Fully matching numbers and Ferrari Classiche certified



Perhaps no other competition sports car of the 1950s looms larger than Ferrari's 250 GT berlinetta, which so dominated the multi-stage Tour de France rally from 1956 to 1959 that the model was nicknamed for the event. Produced in four discreet series before being succeeded by the 250 GT short-wheelbase berlinetta, the 'Tour de France' was built in a modest quantity of 72 examples that are prized by collectors today for their exquisite lightweight coachwork, advanced racing mechanicals and undeniable significance in Ferrari racing history.



This mid-production TdF is the 15th of 17 examples built in the 1957 body style, featuring three louvers and covered headlights. With production beginning at the end of 1957, the engine was equipped with competition camshafts tipo 130 and high-compression pistons. On 2 January 1958, the engine was completed and was dyno tested on the 4th of January. Signed off after first testing, the engine had a confirmed output of 258.2 bhp at 7.200 rpm. The transmission was the competition ribbed gearbox, paired with a limited-slip differential and an 8 × 32 final drive ratio. The body was fitted with sliding windows, and a third windshield wiper was mounted, later replaced by a Perspex hood deflector, and finished in dark red paint with a beige leather interior.

The 250 GT was immediately sold to Wolfgang Seidel, a German racing driver nicknamed 'The Golden Bear' who campaigned a 250 TR for the Scuderia Ferrari during 1958 (often with the better-known Wolfgang von Trips). Seidel had previously raced a variety of cars, including a Porsche 550 Spyder and Mercedes-Benz 300 SL Gullwing. No stranger to Ferraris prior to his acquisition of 0879 GT, Seidel owned an earlier, 14-louvre 250 GT TdF, chassis 0607 GT, which he had raced with von Trips. However, the German duo bore slightly different driving

styles and while Seidel was known for being safe, reliable and restrained, von Trips was notably more aggressive, and crashed that TdF at the Nürburgring in May of 1957. However, as 0879 GT remained solely with Seidel, it would not see this fate and emerged unscathed throughout its racing career.

Seidel entered the TdF in about 22 events over the next few years, claiming 11 victories along the way. Beginning with 2nd overall at the Pau 3-Hour race in April 1958, the 250 GT roared to class wins or outright victories at hill climbs, airfield races and secondary events such as the Grand Handicap de Spa-Francorchamps, the Gaisberg hill climb and the Eifelrennen at Nürburgring.

The car's record in major events during this period was nearly as impressive, including 2nd overall at the Grand Prix of Spa-Francorchamps in May 1958, 4th overall at the 12 Hours of Reims in July 1958 (while co-driven by von Trips), 3rd in class at the Grand Prix de Paris at Linas-Montlhery in May 1959, 5th overall at the Gran Premio della Lotteria in Monza in June 1959 and 4th overall (and 1st in class) at the Coupe de Paris at Linas-Montlhery in September 1959.



Seidel en route to victory at the Grand Handicap at Spa-Francorchamps in June of 1958. Courtesy of The Klemantaski Collection



Wolfgang Seidel at the 1959 Stallavena-Boscochiesanuova hill climb. Courtesy of the Marcel Massini Archive

In 1964, chassis 0879 GT passed through a short succession of German-based owners, first to architect Manfred Ramming of Krefeld, and then a year later to a student in Cologne named Siegfried Mahnke. In 1966, Mahnke sold the Ferrari to Gary Schmidt, an American who taught at U.S. military bases in Germany, and he commissioned an engine rebuild in Switzerland with the support of the Ferrari Factory, as we can read in a letter of 1968, before selling the car in 1973 to Christer Mellin, a Swedish marque enthusiast and founder of the Ferrari Club Svezia.



Wolfgang Seidel celebrates his 1st class finish at Zeltweg in 1958. Courtesy of the Marcel Massini Archive



Seidel poses with 0879 GT at the Eifelrennen at the Nürburgring in 1958. Courtesy of the Marcel Massini Archive





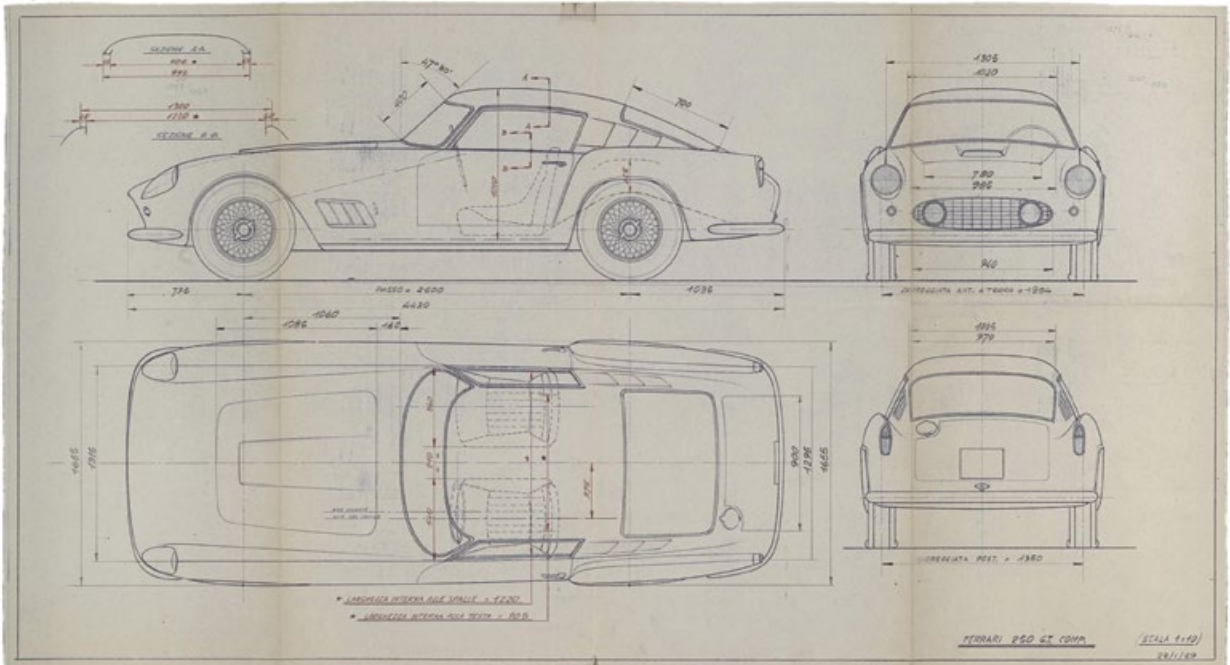


DATE	RACE #	EVENT	DRIVERS	RESULT
APRIL 7, 1958	57	THREE HOURS OF PAU	WOLFGANG SEIDEL	2ND OA
APRIL 27, 1958		ATMA EVENT	WOLFGANG SEIDEL	1ST IC
MAY 18, 1958		GRAND PRIX OF SPA-FRANCORCHAMPS	WOLFGANG SEIDEL	2ND OA
JUNE 15, 1958		GRAND HANDICAP DE SPA-FRANCORCHAMPS	WOLFGANG SEIDEL	1ST
JULY 5, 1958		12 HOURS OF REIMS	WOLFGANG SEIDEL, COUNT WOLFGANG BERGHE VON TRIPS	4TH OA
JULY 27, 1958	14	3 HOURS OF AUVERGNE	WOLFGANG SEIDEL	DNF
AUGUST 10, 1958		KARLSKOGA KANONLOPPET	WOLFGANG SEIDEL	DNF
AUGUST 15, 1958		GAISBERG HILLCLIMB	WOLFGANG SEIDEL	1ST IC
AUGUST 17, 1958	94	ZELTWEG	WOLFGANG SEIDEL	1ST IC
SEPTEMBER 7, 1958	73	COPPA INTEREUROPA	WOLFGANG SEIDEL	DNF
OCTOBER 5, 1958	4	EIFELRENNEN	WOLFGANG SEIDEL	1ST IC
OCTOBER 12, 1958		PFERDSFELD AIRFIELD RACE	WOLFGANG SEIDEL	1ST IC
1959	76	BORN HILLCLIMB "PRIX FRANCY THEIS"	WOLFGANG SEIDEL	1ST IC
APRIL 5, 1959	382	STALLAVENA-BOSCO CHIESANUOVA HILLCLIMB	WOLFGANG SEIDEL	2ND IC
MAY 10, 1959		TRIER AIRFIELD RACE	WOLFGANG SEIDEL	1ST IC
MAY 31, 1959		PFERDSFELD AIRFIELD RACE	WOLFGANG SEIDEL	1ST IC
JUNE 1959		WOLSFELD HILLCLIMB AVD	WOLFGANG SEIDEL	1ST IC
JUNE 18, 1959	103	2ND INTERNATIONAL ROSSFELD HILLCLIMB	WOLFGANG SEIDEL	2ND IC
JUNE 28, 1959	50	GRAN PREMIO DELLA LOTTERIA	WOLFGANG SEIDEL	5TH OA
SEPTEMBER 27, 1959		COUPE DE PARIS	MANFRED RAMMINGER	4TH OA, 1ST IC
SEPTEMBER 27, 1959		GRAND PRIX DE PARIS	WOLFGANG SEIDEL	3RD IC
MARCH 5/6, 1960	215	PFERDSFELD AIRFIELD RACE	WILHELM IN DER ELST OF NEUSS	1ST IC
MAY 6-7, 1961	129	5TH INTERNATIONAL SEMPERIT RALLYE	"BASIL" OF STUTTGART, E. KUMPOSCHT OF SALZBURG	
JUNE 18, 1961	234	4TH INTERNATIONAL ALP MOUNTAIN PRIZE	KARL STANGL	
MAY 11-13, 1962	137	6TH INTERNATIONAL SEMPERIT RALLYE	"BASIL" OF STUTTGART, E. KUMPOSCHT OF SALZBURG	



Mellin was also in close contact with the factory and started to restore the car in 1974, sourcing parts at the factory, travelling dozens of times to Maranello, as we can see in all the invoices on file. It took close to 20 years for Mellin to complete the restoration, as he commissioned a meticulous refurbishment by some of Sweden's finest craftsmen that stressed originality, taking hundreds of pictures to keep along with all invoices a rare mandate for a restoration of the mid-1990s. He also involved

noted Modena and Maranello-based restorers such as Brandoli, Diena and Toni. Retaining as much of the original coachwork, hardware and mechanical components as possible, as well as the original upholstery, the refurbishment was capped with a bare-metal finish in amarante with a proper black hood stripe (matching one Seidel applied in 1959). The completed car was soon tested by writer Marc Sonnery for a feature in the April/May 1997 issue of *Cavallino* magazine.



Courtesy of the owner



In May 1997, Mellin sold the Tour de France to the current owner, who has dutifully maintained the fabulous restoration while entering the car in a number of niche events, including Ferrari's 50th, 60th and 70th anniversary celebrations in Rome and Maranello, the Ferrari Shell Historic Challenges in 1998 and 2000, the Tutte le Ferrari in 1999 and 2000 and the Mille Miglia Storica in 1999. It should also be noted that chassis 0879 GT has recently been authenticated by Ferrari Classiche, confirming the presence of the original V-12 engine, as well as the matching-



numbers gearbox and rear axle, giving it the distinction of being one of the relatively few surviving 1950s Ferrari race cars that remains today as 'fully matching' throughout.

With a colourful history including a successful career with a celebrated German driver, 0879 GT claims a short and well-documented chain of ownership, including period use by a Ferrari factory driver. The berlinetta is one of only 17 examples built with the beautiful three-louver Scaglietti coachwork and

has enjoyed the fastidious care of just two custodians over the last 45 years, offering marque enthusiasts a particularly pure and impressive example of a Ferrari competition legend.

It is accompanied with an impressive history file, including early correspondences of the various owner with the Ferrari factory, many pictures from when it was raced (including hundreds of pictures of the 20-year restoration commissioned by Mellin), letters, invoices, Bill of Sale and many other pieces.



Heinz-Harald Frentzen races to a 2nd place finish at the 1999 Australia Grand Prix.
 Courtesy of LAT Images

168

1999 JORDAN 199

CHASSIS NO. 003

€250,000 – €350,000

DOCUMENTS



Bill of Sale
 See page 6 for VAT status explanation.

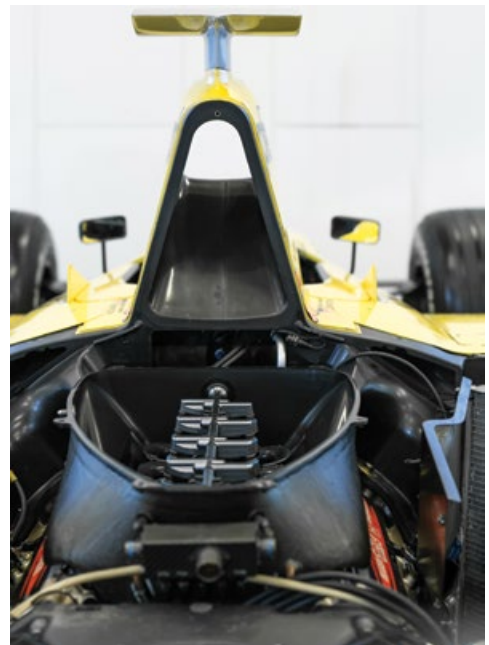
2nd at the Australian GP, and 3rd at Brazil in 1999 with Heinz-Harald Frentzen

Instrumental in achieving 3rd place for both Frentzen and Jordan in the 1999 World Drivers' and Constructors' Championships

Substantially complete, with original specification Mugen-Honda engine

Ideal for use in BOSS GP series

Having enjoyed a respectable racing career as a driver – encompassing Formula Ford, Three and Atlantic, as well as Le Mans and a McLaren testing role – Eddie Jordan concentrated his efforts on his eponymous racing team from 1979 onwards. Focusing initially on Formula Three and subsequently Formula 3000, the Dubliner's formidable talent spotting and management skills would ultimately benefit names including Michael



Schumacher, Damon Hill, Jean Alesi, Rubens Barrichello and Johnny Herbert.

Entering Formula 1 in 1991 with their svelte 191, Jordan Grand Prix rapidly assumed the role of plucky overachiever, securing a highly respectable 5th place in the Constructors' Championship in its first year. In their sophomore season, the team was handed a reality check – scoring but a single point all year – but by the mid-1990s their form had returned, with the team finishing no lower than 6th in the Constructors' standings in nine consecutive seasons between 1994 and 2002.

Having signed a lucrative sponsorship deal with Gallaher Tobacco for 1996, the team was re-branded Benson & Hedges

Jordan-Peugeot, this being abbreviated to Benson & Hedges Jordan with the switch to customer Mugen-Honda power units in 1998. Damon Hill was signed to partner Ralf Schumacher that year, with the former taking a well-deserved maiden victory for the team in a chaotic Belgian Grand Prix.

Hill was joined by Heinz-Harald Frentzen for 1999, and whilst the former World Champion endured a lacklustre season, Frentzen enjoyed a stellar year, with two wins and five other podium places securing him a remarkable 3rd place in the Drivers' Championship. The team also took 3rd in the Constructors' standings, making for Jordan's best-ever season. Although tellingly, some 54 of the 61 points were scored by Frentzen.





*Heinz-Harald Frentzen during a pit stop at the 1999 Brazilian Grand Prix, where he finished 3rd.
Courtesy of LAT Images*

This chassis – 003 – was used by Frentzen in the first Grand Prix of the year in Australia, where he finished an excellent 2nd to Eddie Irvine's Ferrari after the front row-starting McLarens of Mika Hakkinen and David Coulthard had retired. At the second race, at Interlagos, Frentzen produced a fine drive to take 3rd behind Hakkinen and Michael Schumacher's Ferrari. Thereafter, the chassis was relegated to spare car duties, and it is understood that it was not raced again.

A highly significant car – which played a significant role in Jordan's most successful Grand Prix season – 003 remains substantially complete, with the exception of its gearbox internals and exhaust manifolds, original steering wheel

and steering box. Prospective bidders should contact an RM Sotheby's specialist with any questions regarding exact component details.

BOSS Formula has in recent years emerged as the natural home for 1990s and 2000s Grand Prix cars, offering their fortunate owners the chance to sample their phenomenal performance at a fraction of the original development costs, and 003 would doubtless be a very welcome addition in this respect.





169

1972 PORSCHE 914/6 FIA

CHASSIS NO. **9142430060**
ENGINE NO. **611152**
GEARBOX NO. **752 0060**

€90,000 – €110,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Swiss Carte Grise
See page 6 for VAT status explanation.

Prepared to FIA standards in 2006

Accompanied by an FIA HTP

Combining Volkswagen power and Porsche design, the new Porsche 914 was originally intended to be sold by both companies, with Volkswagen selling the four-cylinder variant and Porsche receiving a more potent six-cylinder. Sensibility prevailed in the end, and all 914s bore Porsche badges to avoid confusion. While both were excellent to drive, the 914/6 was clearly the one to have, and it proved to be exciting to drive not only on the road but also in competition. At the end of production in 1972, just over 3,000 examples had been built.

Race-prepared in 2006 to FIA standards and offered with an FIA HTP valid until 31 December 2025, this 914/6 was fitted with lightweight Perspex windows, racing seats and harnesses, a roll cage and Fuchs wheels, 7" at the front and 8" at the rear. Its 2.0-litre six-cylinder engine produces a quoted 200 bhp, managed through a five-speed gearbox. Invoices accompanying the car show that the gearbox was overhauled in 2016, and the car has remained in storage since. Ideal for events such as the Tour Auto, the 914/6 is accompanied by a host of spare parts and original parts retained when the car was converted for racing use. This includes wheels, door panels and a full set of long and short ratios for the gearbox.

On road or track, this 914/6 is certain to provide endless thrills.



1972 ASTON MARTIN V8 SALOON

170

One of 12 LHD, 'EE' examples built for Japanese export

Highly original 'garage-find' example; equipped with its original engine

A very rare example built with DBS badging

Formerly called the 'Series II' by the Aston Martin Owners Club, the Aston Martin V8 replaced the DBSV8 in 1972 upon the sale of the company. Although work on the new vehicle had begun under Sir David Brown's ownership, the 'DBS' name was dropped in favour of 'V8 Saloon'. It is believed that approximately 34 early Series II V8s were produced with DBS badging to avoid having to re-homologate the AM V8 in certain territories.

The new V8 had subtle cosmetic changes from its predecessor. The Bosch fuel injection was retained from the DBS V8 engine – necessitating a bonnet lower in height than later V8s fitted with Webers. Most noticeably the headlamps were replaced by twin headlights with a separate grille, recalling the shape that is so familiar to Aston Martin fans.

Mechanically, the DBSV8 and the AM V8 were identical – except in the case of the federal emission control cars. The one on offer here is one such car, all of which were sold to Japan. Created to conform to Japan's emissions standards, only 12 left-hand-drive 'EE' cars were ever made. Additionally, this is one of the rare early 'Series II' cars to carry DBS badging.

Later imported to Europe from Japan, the car was parked shortly thereafter and remained undriven for 30 years. Originally finished in grey metallic and fitted with an automatic transmission, the car was later repainted white yet retains its original burgundy interior and original engine, as well as many original accessories, including its radio gauges, clock and 320 km/h speedometer. This rare left-hand-drive AM V8 offers a unique opportunity to own one of the original early V8-engined Aston Martins, untouched for the last three decades.

CHASSIS NO. **DBSV8/106081LCA**
ENGINE NO. **V/540/063/EE**

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

DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.



171

1990 MITSUBISHI GALANT VR-4 GROUP A

CHASSIS NO. **JMBSNE11Y704441**

€90,000 – €130,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.

Winner of the 1990 Rallye Côte d'Ivoire Bandama
Works-type chassis built by Matter for Patrick Tauziac
Discovered at a Mitsubishi dealer in the Ivory Coast
Returned to Europe and restored to original specification
Fascinating Côte d'Ivoire rally history

The Mitsubishi Galant VR-4 is a high-performance model that was available in the 6th- (1988–1992), 7th- (1992–1996) and 8th- (1996–2002) generations of the Galant. Powered by the turbocharged 2-litre 4G63 engine, the VR-4 was also equipped with four-wheel drive and state-of-the-art four-wheel steering. The VR-4 was designed by Mitsubishi to compete in the Group A category of the World Rally Championship. To meet the FIA's homologation requirement of 5,000 production examples, Mitsubishi made the VR-4 available in

North America, New Zealand, Australia, Japan and other Asian Pacific markets.

In 1988, the Mitsubishi's Ralliart performance division homologated the Galant for Group A using the Group B Starion Turbo prototype as the mechanical basis. Between 1988 and 1992, Ralliart Europe ran the car in the WRC throughout Europe, winning three races, Finland and Great Britain in 1989 and Sweden in 1991. The Galant also scored 14 podium finishes with such legendary rally drivers as Ari Vatanen, Timo Salonnen, Jimmy McRae and Kenneth Eriksson.

The Galant VR-4 would also take three consecutive victories at one of the most challenging and arduous rallies, the Rallye Côte d'Ivoire Bandama. Patrick Tauziac, along with Claude Papin at his side, would win the gruelling round in this very



Patrick Tauziac and Claude Papin at speed during the 1990 Rallye Côte d'Ivoire Bandama.

Courtesy of McKlein Photographic

Galant VR-4 in 1990. Interestingly, Patrick Tauziac competed in his local rally for nine consecutive years from 1984 to 1992. He first entered the country's World Rally round in 1984 when he finished 6th in a Mitsubishi Colt. Along with his eventual win in 1990, Tauziac and Papin finished 3rd- and 2nd-overall in 1988 and 1989, respectively. Kenjiro Shinozuka with co-driver John Meadows would also earn back-to-back wins for Mitsubishi in 1991 and 1992. The following year, the Galant gave way to the Lancer Evolution.

This car ultimately survived any further rally use as Mitsubishi simply left their cars behind in Côte d'Ivoire at the end of the season rather than pay the cost to repatriate them. This Galant was eventually found behind a local Mitsubishi dealership and was acquired by the consignor. The VR-4 was then exported back to France and restored to its former glory. Documentation includes a homologation certificate from Matter Motorsport – who built the original Works chassis – confirming the originality of this VR-4 Group A chassis.



Patrick Tauziac and Claude Papin celebrate their victory at the 1990 Rallye Côte d'Ivoire Bandama.

Courtesy of McKlein Photographic



172

2007 FERRARI F430 CHALLENGE

CHASSIS NO. ZFFEX63X000146687

€80,000 – €120,000

DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.

Driven by Bruno Senna to two wins in the Ferrari Challenge at Silverstone in June 2007

Understood to be the only Ferrari ever raced by a member of the Senna family

Used sparingly for track day events and maintained by FF Corse

Presented in original Senna livery

Introduced for the 2006 season, the F430 Challenge initially appeared alongside the older 360 model in Ferrari Challenge races, prior to becoming the sole variant eligible from 2007 until 2011. Retaining the potent 483-hp V-8 engine of the standard car, as well as its innovative paddle-shift operated six-speed gearbox, weight saving of almost 300 kg ensured prodigious performance and spectacular racing.

Entered by Ferrari UK, chassis no. 146687 was driven by Bruno Senna – subsequent Hispania, Lotus-Renault and Williams F1 driver, and nephew of the great Ayrton – in its sole race outing in the Ferrari Challenge Trofeo Pirelli round at Silverstone in June 2007. Having qualified on pole for both races, resounding victories ensued and the motoring press took notice:

‘Star driver of the weekend was, without doubt, Bruno Senna . . . On pole for both day’s races, the 23-year-old from São Paulo simply disappeared into the distance on Saturday, and merely won comfortably the next day. In a highly competitive field of semi-professionals who really know how to get the best out of these identical cars, Senna, driving GP2 this year, was truly in another class.’ – Classic Driver, 12 June 2007



Bruno Senna at the wheel of the F430 Challenge at Silverstone in June 2007. Courtesy of Tim Scott

The car was never raced again – maintaining its 100 percent winning record – and was sold shortly thereafter to the consignor, in whose ownership it has been used only for occasional track days. It has been maintained throughout by Silverstone-based marque specialists FF Corse and has since been upgraded to ‘GT Cup’ specification. This included the fitment of a front splitter and rear wing; however, all original components accompany the

car and can be easily re-fitted, should the purchaser wish to return the car to its original specification.

Immaculately presented, the car is accompanied by two additional sets of wheels, steel brake disc assemblies and corresponding pads, air jack safety stands, a spare livery set, original Ferrari car cover and a comprehensive history file.





173

1957 FERRARI 250 GT COUPÉ COACHWORK BY BOANO

CHASSIS NO. **0639 GT**
ENGINE NO. **0639 GT**

€800,000 – €1,000,000

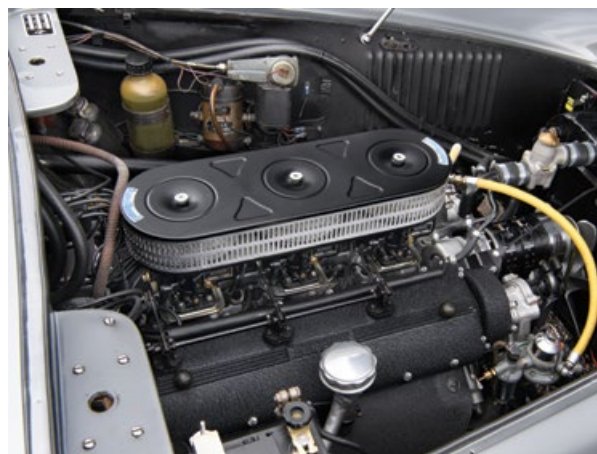
DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.

One of 74 'Low Roof' Boano coupés produced
Long-term European ownership history
Equipped with its original engine; striking colour scheme
Eligible for both the Mille Miglia and Tour Auto
Ferrari Classiche certified





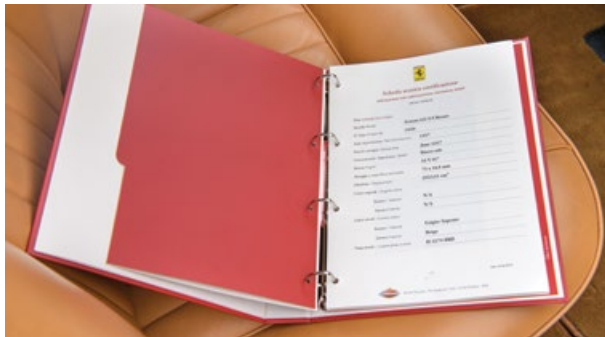
Enzo Ferrari's passion may have been racing cars, but by 1950, he had begun to accept that exclusive road cars were needed to finance the company's growing competition efforts. Early Ferraris for the street were built in very small numbers, usually to special customer order, with no attempt made at standardization. A significant change occurred in 1954, when the Pinin Farina-designed 250 Europa debuted in Paris. It was Ferrari's first true production model and would form the foundation for all future Ferrari 250 models. These included the second series 250 GT Europa, again designed by Pinin Farina.

At the time of the second series' unveiling, Pinin Farina was in the process of building a new, much larger production facility and did not yet have the space to build the larger quantities of cars that Ferrari was requesting. Accordingly, the design they created was handed over to Carrozzeria Boano, headed by one of Pinin Farina's designers, Mario Felice Boano. Boano proceeded to build 67 cars, which had slight styling alterations from the five cars that Pinin Farina had already built, the most notable being a lower wing line. When Boano's namesake moved to Fiat in 1957, Ezio Ellena, his son-in-law, took over production, now under the banner of Carrozzeria Ellena. Ellena, too, made minor cosmetic changes, in particular a raised roofline, prompting the use of the terms 'Low Roof' for Boano bodies and 'High Roof' for those by Ellena.

Originally finished in Grigio with Rosso interior, this 'Low Roof' Boano coupé was delivered to Milanese publisher Giorgio Mondadori in the spring of 1957. It was exported from Italy to England in the late 1960s, and by the following decade was exhibited in Jim Baxter's Lark Lane Motor Museum in Liverpool, finished in red with a tan interior. Mr Baxter maintained the car for many years, during which time it was mentioned in the April 1986 issue of *Thoroughbred & Classic Cars* and appeared in the Ferrari Owners' Club England roster with registration 'EPD 27 B'.

Later the Ferrari was owned by Jean-Roger Bossut, of France and Belgium, and in 2007 was seen during the Ferrari 60 Relay event in Reims-Epernay, France, now registered in that country. Subsequently it was Ferrari Classiche certified, and afterwards, in 2012, cosmetically restored in a pale silver-blue metallic, Argento Auteuil Metalizzato with a grey roof and tan interior, as it appears today. Reportedly it also received a rebuild of its original engine by noted marque specialist Terry Hoyle in December of 2017.

Beautifully presented and lovingly finished, with Ferrari Classiche certification, this gorgeous Ferrari coupé represents one of the most elegant designs on the 250 GT chassis.





H3579BBD



174

1974 FERRARI 246 DINO GTS COACHWORK BY SCAGLIETTI

CHASSIS NO. **07394**

Rare European-delivered version

Ferrari Classiche certified

Highly original throughout, with just 31,000 km from new

was installed into a slightly revised body to create the 246 GT. Later, a targa-roofed body was created. Dubbed the 246 GTS, it remains, to this day, an icon of 1970s sports motoring design.

€390,000 – €420,000

DOCUMENTS



Proof of EC Taxes Paid
See page 6 for VAT status explanation.

Prior to his tragic death at age 24, Enzo Ferrari's son Alfredo had designed a dual overhead camshaft V-6 engine with the intent to compete with smaller and less expensive offerings from other manufacturers, especially Ferrari's arch rival Porsche. Except for a few sports racing cars, Dino's engine was shelved for years following his death, but it was revived for production in 1967 with the Fioravanti-penned Dino 206 GT. After producing approximately 152 206 GTs fitted with a Fiat-built 2.0-litre engine, a more powerful 2.4-litre version

The left-hand-drive, European-spec 246 GTS Dino offered here, chassis no. 07394, was completed on 2 November 1973 and finished in Blu Dino Metallizzato (106-A-72) over a Pelle Nera (VM 8500) Connolly leather interior. According to Ferrari historian Marcel Massini, the car was then delivered new to Swiss importer Société Anonyme pour la Vente des Automobiles Ferrari (SAVAF) of Geneva, Switzerland. It later found its first owner, a resident of Lausanne, Switzerland, in 1974. It reportedly stayed in Lausanne until 1983 when it was next registered in Geneva. Remaining there until 2011, it was offered for sale that year by Carugati Automobiles of Plan-les-Ouates and

purchased by the noted collector Clive Joy. Mr Joy owned the car until it was purchased by the consignor.

Throughout its life, the car was remarkably well preserved by its respective owners and remains highly original throughout, including its lovingly patinated original interior. Attesting to this quality, the car has received Ferrari Classiche certification, confirming that it remains exactly as it left the factory when new, apart from being fitted with the desirable 7.5 × 14 Campagnolo

wheels. Furthermore, the car has been driven just 31,000 km from new. Included in the sale is a selection of documentation and maintenance receipts dating back to the early 1990s.

Beautiful from all angles and thoroughly exciting to drive, the Dino is a staple of many collections. It is a car that every enthusiast should experience at least once in their lifetime. Chassis no. 07394 is an exceptionally preserved example of a truly superb car and is sure to attract attention wherever it goes.









175

1994 PORSCHE RUF 911 CARRERA CABRIOLET

CHASSIS NO. **WPOZZ99ZRS331862**

€160,000 – €190,000

OFFERED WITHOUT RESERVE

DOCUMENTS



Norwegian Vehicle Registration Certificate
See page 6 for VAT status explanation.

Turbocharged RUF BTR conversion in 2000; produces 420 hp

Early example of a 993 Cabriolet

Heavily upgraded interior and bodywork by Techart

**Equal parts tasteful and powerful;
a truly exciting 993 Cabriolet to drive and enjoy**



The final generation of Porsche's last air-cooled 911, internally designated Type 993, had all the makings of an instant classic when it hit the market in early 1994. Beneath its refined, more modern styling, the 993's biggest asset was its new multi-link rear suspension that improved handling considerably. A six-speed manual also replaced the outgoing five-speed, and an upgraded 3.6-liter flat-six was tucked behind the rear axle.

In short, the 993 made an ideal starting point for German tuner extraordinaire RUF's turbocharged BTR package. With its firm up suspension and upsized brakes, the 420-hp, RUF BTR-upgraded 993 Cabriolet offered here represents the pinnacle of RUF's air-cooled Porsche know-how.

Originally born as a 1994 911 Carrera Cabriolet, it was delivered new in June of 1994 to Porsche Zentrum Willich in Germany. Remaining with its original owner for the first 70,000 km, the car's engine, suspension and brakes were all upgraded by RUF in 2000 to BTR specifications. The car also features RUF's signature flat-spoke wheels, sized here at 19 in. and wrapped in performance rubber.

At the same time, the interior and bodywork were upgraded by Techart. Swelled rear fenders and a hefty spoiler were fitted from a 911 Turbo S, hinting at the car's upgraded performance

along with Unique front and rear fascias and sculpted side skirts. Inside, the car was reupholstered with Boxster Red leather, contrasting carbon fibre trim, a 996-generation steering wheel, new gauges, sound system, and integrated Nokia in-car telephone. Truly no expenses were spared to bring this car to a specification and performance that was better than new.

Having been driven just under 16,000 kilometres since the conversion, this 911 Cabriolet would be an ideal warm-weather driver and a perfect way to sample how RUF can improve upon Porsche's constant pursuit of perfection.





176

1959 FERRARI 250 GT COUPÉ

COACHWORK BY PININ FARINA

CHASSIS NO. **1555 GT**
BODY NO. **PF 27816**

€480,000 – €580,000

DOCUMENTS



German Fahrzeugbrief
See page 6 for VAT status explanation.

Factory disc brake car; documented with a copy of its build sheet, including dyno sheet

Ferrari Classiche certified

Beautiful restoration by marque specialists Quality Cars

Wonderful colour combination

The new 250 GT coupé introduced at the 1958 Paris Motor Show was a decisive step forward toward true series production for Ferrari. With this new coupé, Pinin Farina coachwork replaced the Boano- and Ellena-built cars, and 355 examples were built by the time production concluded. It was a true 'gentleman's Ferrari' in every sense of the phrase, thanks to its elegant styling and luxurious



interior. The new 250 GT 'PF Coupé' became Ferrari's most commercially successful model.

Under the hood was Ferrari's renowned 3.0-liter Colombo V-12, producing 240 hp at 7,000 rpm and topped with three twin-choke Weber carburetors. Born and developed in the crucible of motorsport, this engine provided the coupé with a top speed just shy of 150 mph, and it could reach 60 mph in seven seconds, which is impressive for a car of its class and faster than many comparable offerings from Aston Martin, Jaguar and Maserati.

The 221st of 355 coupés built, chassis no. 1555 GT entered the Pinin Farina plant on 15 September 1959 and is documented with a copy of its original build sheets, including the dyno sheet. In November of that year, finished in Rosso Rubino

over Nero interior, it was delivered to official Ferrari dealer, Ferrari Representatives of California, and subsequently sold the following year to the original owner by Otto Zipper's famed Competition Motor Sales of Hollywood.

Eventually the car was returned to Europe and was restored by the noted marque specialists Quality Cars to this stunning colour scheme of burgundy with a silver roof, with a correct 'inside plug' engine block supplied by Ferrari Classiche and has been awarded Ferrari Classiche Certification. In this form it was acquired by the current owner, who displayed the remarkable coupé at Ferrari's 70th Anniversary celebrations and the associated Concours d'Elegance at Maranello this past September.

This is an exceptional example of a classic Ferrari design.







177

1969 CITROËN DS 21 CABRIOLET USINE

COACHWORK BY CHAPRON

CHASSIS NO. **4638039**
ENGINE NO. **0664025953**

€150,000 – €170,000

DOCUMENTS



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

Very rare limited-production Chapron-bodied cabriolet

The more powerful DS 21 variant, with numerous original options

Beautifully restored by marque specialists

An exceptional continental touring machine, now as then

Amongst the most desirable versions of the famed Citroën DS was the factory-authorised Decapotable, or Cabriolet Usine, produced by Parisian coachbuilder Henri Chapron. Chapron took up what the factory had not had the time or resources to do, and he produced his first two-door convertible version of the 'Goddess' in 1958. For 10 years, from 1961 to 1971, Chapron produced 1,365 Decapotables to individual customer order. After official production ended, a handful of cars continued to be produced on a custom basis until 1978.



Each cabriolet was hand built to the highest of standards, with handmade doors that were four inches longer than the saloon's and on double latches; a tail that had been crafted as one long, sweeping panel, with a fibreglass boot lid; and decorative brightwork along the flanks. There were 15 paint choices, 13 shades of leather upholstery and three carpet colours available, allowing for 585 possible combinations.

The example offered here is a DS 21, equipped with the optional Jaeger instruments, Boite de Vitesses Hydraulique semi-automatic transmission and Continental-Edison radio. It was originally delivered to a Mr Le Glouannec of Pont Aven, who maintained it until 1980, when he sold it to a Dr Pechery of Paris; the second owner installed a DY-type engine in 1983.

From 2007 until 2010, the car was registered in England, by a Paul Duce of Ashingdon-Rochford-Essex, after which it was acquired by the present owner.

In 2014 the car was fully restored by Automobiles Francaise of Berlin, at a cost of over €85,000, in Alabaster White over a black leather interior with black carpets. The car is accompanied by a collection of photographs and receipts from that restoration, as well as other documentation and appraisals between 1977 and the present day, documenting its well-maintained condition and, importantly, that it has always been an original cabriolet.

This is a fine example of a most rare and desirable Citroën, benefitting from decades of excellent care and a superb restoration.





178

2011 BMW M3 GTS

CHASSIS NO. **WBSKG91090E568170**
SERIAL NO. **8/135**

€185,000 – €240,000

DOCUMENTS



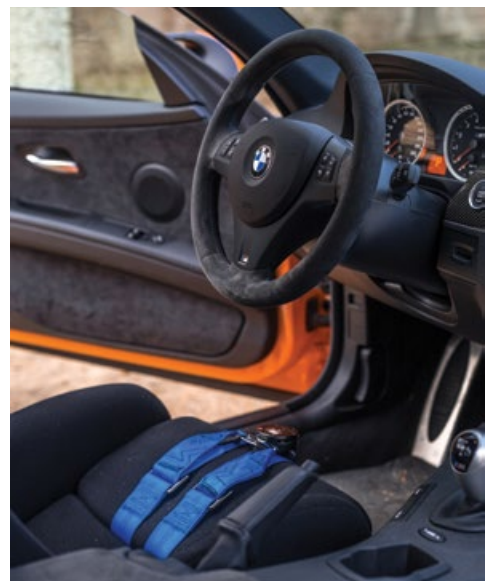
French Certificat d'Immatriculation
See page 6 for VAT status explanation.

Just over 6,000 km from new; never driven on the track

Optioned with rare air conditioning and BMW Professional Radio

Freshly serviced

To end the E92-generation M3 with a bang, BMW decided to take the fight to Porsche's 911 GT3 RS and build a no-holds-barred, track-ready iteration of the M3. Dubbed the M3 GTS, this was the most radical, street-legal iteration of the M3 that BMW ever produced, even more so than the E46 CSL. Adding an extra 30 bhp and 30 foot-pounds of torque to the engine for a total of 444 bhp and 325 foot-pounds, the V-8's power is channelled through BMW's seven-speed DCT gearbox. Seventy-five kilograms of weight were shed from the standard M3 by removing the rear seats,



utilising Perspex side and rear glass, fitting lightweight interior door panels and a lighter centre console. With a 0–100 km/h time of 4.4 seconds, the M3 GTS charges to a top speed of 305 km/h.

Delivered new to Germany, the car spent one month there before moving to France, where it has remained ever since. The eighth of a total of 135 M3 GTSs built, it is resplendent in its Fire Orange

paintwork, the most recognisable colour for the M3 GTS. The car is outfitted with the seldom-seen air conditioning and the BMW Professional Radio, making the car much more comfortable to drive and enjoy over long distances. Driven just 6,000 km from new—and never on the track—it is offered with a recent service and presents wonderfully throughout. This would be a joy on the road or the track, and even in between!





179

1934 LANCIA AUGUSTA COUPÉ

CHASSIS NO. **34-2032**
ENGINE NO. **2740**

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

DOCUMENTS



Italian Libretto
See page 6 for VAT status explanation.

Unique post-war re-body on original coachbuilder's platform

One of 3,110 tipo 234 *fuoriserie* chassis

Fascinating post-war reconstruction

An update to the earlier tipo 231 Augusta, Lancia introduced the new tipo 234 *fuoriserie* Augusta in 1934. From the cowl forward, the *fuoriserie* platform was essentially identical to the pillarless four-door berlina, apart from a relocated fuel tank. The platform utilized a monocoque floor structure, over which the designers could drape a hand-hammered body. Augusta *fuoriserie* platforms were clothed by Italian coachbuilders, such as Ghia, but also by British and French coachbuilders.

While the original bodywork and builder for chassis no. 34-2032 are unknown, it is known that the car was first registered in Como on 5 January 1935. Moving later to Imperia, by 1937 it was owned by Count Carlo Bruzzo, industrialist and political leader in Genova. During the war, Genova was repeatedly bombed and shelled by the Allies. Count Bruzzo's palazzo was damaged by these bombardments, and chassis 34-2032 suffered damage at that time. After the war, Count Bruzzo reportedly commissioned a new body, and the car was subsequently sold in Savona, where it was last road registered in 1956. In 1987, the Augusta was sold to a Cremona Fiat dealership, who repainted it from black to the current two-tone grey. The Augusta was purchased by the present owner in 2013.



Although the full ownership history of the car is known, the exact date and coachbuilder commissioned by Count Bruzzo is unknown. At this point, it is believed that the bodywork was built within a 10-year period from 1947–1957. The detailed nature of the work speaks to the capability of these craftsmen, regardless of attribution.

This dating would account for various details physically incorporated into the design. The steering wheel is from a Fiat 500C Topolino, introduced in 1949, while the gauges appear to have come from a Fiat 1400, produced between 1950 and 1958. The headlights are from a Lancia Aurelia B12 from 1954. The tail lights are from a Lancia Aurelia B20, and the front parking lights appear to be 2nd Series Lancia Appia, from 1956.



Further research into the car's history could be rewarding. Where it joins the cowl structure, the bodywork is steel, while the remaining coachwork is aluminium. Consistent with the proposed dating, the design incorporates cues from Italy's best coachbuilders. The wheel arch 'haunches' echo those employed by Pinin Farina in the early '50s. Equally, the composition of the 'face' reflects contemporary practice of the period. The interior is well appointed, including a well-organized and beautifully detailed dashboard.

This Augusta represents the opportunity to acquire a unique automobile, whose design is no less accomplished for being unknown. It combines a fascinating story, event eligibility of a 1934 build date and a stylish post-war body, with the impeccable driving dynamics of its Augusta underpinnings.





180

2012 RUF Rt 35 ANNIVERSARY

CHASSIS NO. **W09BB0386CPR06 156**
SERIAL NO. **02/35**

€250,000 – €300,000

DOCUMENTS



UK V5

See page 6 for VAT status explanation.

A true RUF by VIN, one of only 35 examples built
Single German ownership with 26,400 km from new
Always serviced by RUF in Pfaffenhausen

The idyllic foothills of the Alps near Pfaffenhausen, Germany, come alive with the distinct wail of a modified flat-six engine. That's because Pfaffenhausen is the home to RUF, the eponymous Porsche conversion firm founded as a mere car repair shop by Alois Ruf nearly 80 years ago and run by his son today.



RUF and Porsche have a long, intertwined history. Alois Ruf Jr gained notoriety in the late 1970s for its turbocharged 911, with a motor stroked from 3.0 to 3.3 litres that put out a then-thundering 217 hp. By the 1990s, its reputation was cemented—thanks in part to the 211-mph 911 CTR in 1987 that was nicknamed ‘Yellowbird’.

To celebrate RUF’s 35th anniversary—that of the Porsche tuner, not the original repair shop—the company turned to Porsche’s then-new 991. Delivered to RUF’s factory as a body in white, the 991s were assigned RUF VIN numbers and thus stand on their own.

The first Rt 35 was displayed at the 2012 Geneva Motor Show alongside the original 1977 RUF Turbo 3.3, both painted the same signature green shade. Under the Rt 35’s engine cover sits an upgraded twin-turbo flat-six rated at 630 hp fed by air channels integrated into the rear fenders. Beyond its 70-hp bump compared to the 911 Turbo, the engine’s big advantage over the stock 911 flat-six—even the twin-turbocharged unit—is its smooth, linear power delivery. Its suspension, developed in conjunction with Bilstein, straddles the line between track-taut and daily-driver comfortable.







The 2012 RUF Rt 35 offered here honours the second chapter in RUF's story with its distinctive paint hue: the Yellowbird. Delivered new in April of 2012 to its first and only registered owner in Germany, it has been driven just 26,400 km from new. Furthermore, this car is one of very few Rt 35's delivered with rear wheel drive, the majority of the 35 cars produced were fitted with four-wheel drive. It shows virtually no signs of use and retains all of its original RUF trim, including the company's signature five-spoke alloy wheels. Inside, its black leather sports seats feature yellow contrasting stitching, a theme repeated on its dash.

A special plate affixed to the glove box cover signifies that it is just the second Rt 35 built by RUF. Always serviced by RUF at their headquarters in Pfaffenhausen, it is ready to be driven and enjoyed.





181

CHASSIS NO. **B24S-1149**
ENGINE NO. **B24-1203**

€800,000 – €1,000,000

DOCUMENTS



Cancelled Italian Libretto
See page 6 for VAT status explanation.

1955 LANCIA AURELIA B24S SPIDER AMERICA

COACHWORK BY PININ FARINA

Lancia's most revered post-war sporting model

One of 181 left-hand-drive Spider Americas

Wonderful, elegant colour combination

Eligible for numerous events, including the Mille Miglia

Beautifully presented

In May 1950, Lancia used the opportunity of the Turin Motor Show to officially introduce a new saloon internally designated as the B10. Named for an ancient Roman road from Rome to Pisa, the new model was dubbed the Aurelia. Unremarkable at a glance, the new car was actually distinguished by a host of advanced mechanical features, including front and rear independent suspension, inboard rear



brakes and a new 1.8-litre 60-degree alloy V-6 engine that would soon become known as the world's first volume-produced V-6.

The Aurelia was built in six series through 1958, increasingly refined with each evolution. The seeming lack of an open version of the model was finally addressed at the Brussels Motor Show in January 1955 with the debut of the B24 Spider America. Based on the concurrent fourth-series cars, the spider actually utilized a purpose-built chassis that was 200 millimetres shorter than the standard Aurelia GT, with independent suspension and transaxle and engine displacement further increased to just over 2.5 litres. Its most obvious selling point was its indelible coachwork from Pinin Farina. Striking a perfect balance, with curved front and rear haunches, a wrap-around one-piece windscreen and dual front



bumperettes split by the classic Lancia shield grille, the B24S also lacked external door handles to emphasize its slippery lines. Tiny half-cut doors only further boosted the roadster's unique charm.

Lancia built 240 examples of the B24 spider through late 1955, with 181 cars specified as the B24S, the 'S' (for *sinistra*, Italian for 'left') denoting left-hand drive. The addition of the America suffix to the model's nomenclature also clarified the company's intention to market the spider to the U.S.

In 1956, the B24 continued on in a revised design as a true convertible, with a permanent retractable soft top, a more upright windscreen, roll-up windows and standard door handles. These cars were also made in far greater numbers, totalling 521 examples through early 1957. Given the spider's rarity and purer execution of design brief, as well as its superior aesthetics, the earlier model is generally preferred by enthusiasts today. As the coachbuilt road-going brother of the successful D24 sports racer,

which won the 1953 Carrera Panamericana, the B24S Spider America is today regarded as one of the most collectable Italian post-war spiders, claiming competition pedigree, advanced design and breath-taking exterior styling.

The Spider America offered here was completed on 14 October 1955, finished in Grigio over Black leather. It stayed in the famous Gnutti collection in Brescia for many years until 2016.

Today, it is beautifully presented in midnight blue with a biscuit tan interior and black carpets, accented by a wooden steering wheel bearing the Lancia logo at its centre; beige-finished wheels; and blackwall tires, creating a handsome and sporting appearance. The car comes with its side screen, jack and wheel wrench, as well as an old FIVA passport and an ASI certificate. It would be a superb entrant in any number of vintage rallies all over the world.







182

1960 JAGUAR XK 150 3.8 ROADSTER

CHASSIS NO. **S 832171 DN**
ENGINE NO. **VA 2265-8**
BODY NO. **F 17258**

€290,000 – €340,000

DOCUMENTS



Croatian Vehicle Registration Certificate
See page 6 for VAT status explanation.

The second-to-last known surviving XK 150 Roadster

One of just 36 XK 150 3.8 LHD Roadsters built

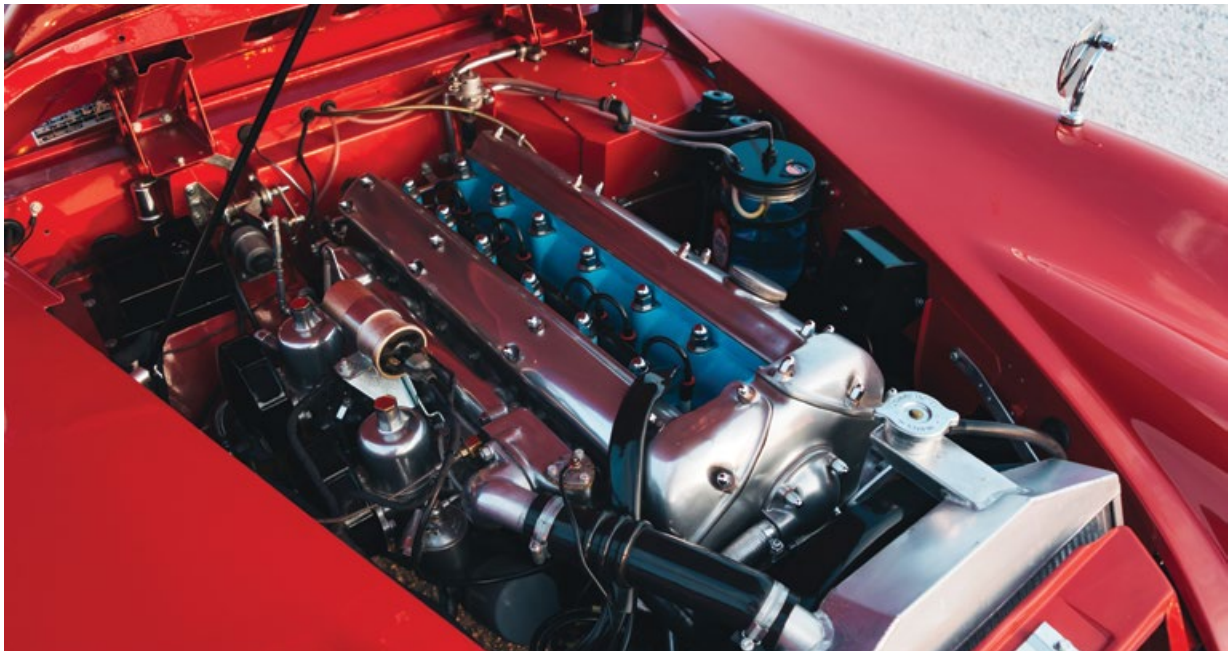
Fully restored, with original engine, special equipment and desirable optional overdrive

Long-term ownership in the southern U.S.

Introduced in mid-1957 as Jaguar's response to the growing U.S. demand for more comfortable and refined sports cars, the XK 150 was the final iteration of Jaguar's XK-series. It featured higher front fenders, a wider grille, a curved one-piece windshield and, perhaps most significant, Dunlop disc brakes at all four wheels. Jaguar was justifiably proud, as it became the first manufacturer to offer four-wheel disc brakes on a series-production car.

Initially offered in fixed head and drophead coupé versions, a Roadster arrived in March 1958. The XK 150 proved to be the most popular XK of all, with nearly 9,400 built until 1961, of which roughly 75 percent were exported. Amongst the rarest variants are the 36 left-hand-drive 3.8 Roadster models, of which just 36 left-hand-drive cars were built.

A very late-production example, the second-to-last XK 150 3.8 Roadster known to survive and the fourth-to-last XK 150 Roadster completed, is without question the ultimate expression of performance of Jaguar's renowned XK-series, as it incorporated virtually every development and improvement that had been discovered in over a decade of production. Most important is the





added horsepower and performance of the venerable Jaguar 3.8-liter straight-six, along with Special Equipment and optional (\$165.00) Laycock de Normanville overdrive, which makes for comfortable highway cruising.

Completed in November 1960, this car spent much of its life in the Southwestern U.S., with one former owner, Alan Cruce, a Texas-based Air Force veteran, retaining the car for more than 23 years. Lured by the sound of the 3.8-litre engine, he enjoyed this car for only a short time before departing to undertake pilot training, from which point this XK 150 was

rarely used. After years of dormancy, the car was purchased by its current owner and shipped back across the pond, where it was completely restored to the excellent standard in which it is currently presented.

This is a very rare opportunity to acquire a lovely XK 150 3.8 Roadster, with a matching-numbers engine and with Special Equipment and factory overdrive. With just 36 cars built in this configuration, it is an excellent example of one of the rarest variants of the Jaguar XK line and holds a special place in Jaguar history.





183

1983 BMW 635 CSi GROUP A

CHASSIS NO. RA1-22

€300,000 — €350,000

DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.

Constructed in 1982/1983 by BMW specialists
Ted Grace International for Frank Sytner

Competed in BTCC/ ETCC in 1983 and 1984, driven by
Frank Sytner, Brian Muir and Barrie Williams

Extensive British and New Zealand racing history

Immaculately prepared, and eligible for a wide
range of 1980s and Group A touring car events





Effectively BMW's response to the homologation 'curve ball' thrown by Jaguar with their XJ-S in advance of the 1983 European Touring Car Championship, the 635 CSi was jointly developed by BMW specialists Alpina and Schnitzer Motorsport.

This chassis was constructed by Ted Grace, who had enjoyed a long-standing association with popular Australian ex-Gulf GT40 pilot Brian 'Yogi' Muir. Plans were made for Sytner to compete with the car in the 1983 British Touring Car Championship, dovetailing this with occasional outings in its European counterpart, sharing driving duties with Muir.

In the BTCC, Sytner finished 3rd (later promoted to a win) at Silverstone and 2nd at Donington Park – again upgraded to a win following disqualification of Lovett's winning Rover. In the British GP-supporting round, there were farcical scenes when all four leading cars (including Sytner, in 4th) were excluded, handing the win to bemused series guest Hans-Joachim Stuck. At the Tourist Trophy – penultimate round of the 1983 ETCC – a sterling drive by both Sytner and Muir to 10th place was overshadowed when Muir tragically succumbed to a heart attack whilst driving home from the event.

The 1984 season saw the team embark upon a similar combination of BTCC and ETCC events. In the former, Silverstone proved to be a lucky circuit – with three 3rd places – whilst the July Snetterton round yielded an excellent 2nd behind series pacesetter Andy Rouse’s Rover. Other season highlights included 4th at the Easter Monday Thruxton round, and another 3rd at Donington in September. Meanwhile, 9th place overall at the Spa 24 Hours – sharing with brothers Paul and Valentin Simons – was a valiant effort in the ETCC’s blue riband event.

Over the winter of 1984/5, RA1-22 was sold to New Zealand BMW dealer Johnstone. Sytner was invited to share the car with local driver John Morton in the Wellington 500 street race, and the pair finished an excellent 2nd to the winning Michel Delcourt/Robbie Francevic Volvo 240T. A week later, the car was entered in the Pukekohe 500, but differential problems led to a rare non-finish.

The 635 CSI photographed during a pit stop at the 1983 Tourist Trophy. Courtesy of LAT Images





Frank Sytner and the 635 CSi at speed during the support race at the 1983 British Grand Prix. Courtesy of LAT Images

In 1986, Morton shared the car with Kiwi racing legend (and seven-time Bathurst 1000 winner) Jim Richards in the Wellington 500, although clutch problems blighted the car on this occasion. The same pairing also shared the car in the Taupo one-hour race in 1987, although regrettably no record of the race result exists.

Chassis no. RA1-22 remained in New Zealand until early 2016, when it returned to Europe. Immaculately prepared, it represents a desirable and highly competitive entry for the burgeoning Peter Auto-organised Heritage Touring Cup, as well as a rare opportunity to acquire a genuine example of perhaps the most charismatic and sought-after Group A touring car of all.





184

○ 1937 SS 100 JAGUAR 2½-LITRE ROADSTER

CHASSIS NO. **18116**
ENGINE NO. **P36**
BODY NO. **4347**

€250,000 – €300,000

OFFERED WITHOUT RESERVE

DOCUMENTS



US Title

See page 6 for VAT status explanation.

Among the most sought-after pre-war sports cars

Well-sorted example, cosmetically restored in 2013

Featured in the SS100 Registry since 1971

The Swallow Sidecar Company's marketing literature declared that the company's sleek Jaguar 100 Roadster was 'designed primarily for competition work . . . (but) equally suitable for ordinary road use, for despite the virility of its performance, it is sufficiently tractable for use as a fast touring car without modification'. Enthusiasts quickly recognised that this machine was built to devour the road, and the SS Jaguar 100 was a regular participant in hill climbs, rallies and road races, running at all the premier meetings, such as Donington Park, Brooklands, Shelsley Walsh and in the RAC Rally.

This fine 2½-Litre Roadster departed the factory on 1 July 1937, and it was delivered through Henly's, of London, to a Mr Head. In 1955, like many other SS 100s, it was exported to the U.S., and it would spend the next 55 years in California, owned firstly by Don Schoenert, then Bud Fisher and most prominently by Elliot A. Weiner, who kept the car for



four decades and regularly displayed it at local shows. The car was a regular Jaguar Auto Club entrant, and on file, there is a copy of a 1981 club newsletter when it achieved a 1st in Class. Along with this club newsletter, this Jaguar comes with its Jaguar Heritage Certificate, copies of assorted SS100 Registers and the original owner's instruction book. Several display plaques can be seen under the bonnet, as well as a competitor's plaque from the 1956 Stockton Road Races! This car's engine was replaced at some point with a correct 2½-Litre SS stamped unit.

The car's previous owner undertook a cosmetic restoration, in which the coachwork was taken back to bare metal and

refinished in deep black cellulose with a contrasting mid-blue leather interior. Chrome wire wheels are fitted, including twin spares, and as a result, the car looks quite stunning. All chrome is in excellent condition, and the car is fitted with such appropriate period accessories as mesh headlamp guards, two original factory spotlights, a single pillar-mounted spotlight and 'fishtail' exhaust trims, as well as an early wood-rim steering wheel.

This is a lovely example of the legendary sports roadster that begat the modern Jaguar. It would be ideal for the Mille Miglia Retro, the Colorado Grand and other rallies.





185

2010 ALFA ROMEO 8C SPIDER

CHASSIS NO. **ZAR9200000052983**

€200,000 – €250,000

DOCUMENTS



Monegasque Certificat d'Immatriculation
See page 6 for VAT status explanation.

Single ownership; less than 7,100 km

Stunning Bianco Madreperla over Marron

One of only 500 8C Spiders built

Alfa Romeo's 8C nomenclature first appeared on their cars in the 1930s, and it signified the presence of Vittorio Jano's wonderful straight eight-cylinder engine. The engine gained Alfa Romeo a stellar reputation at the Targa Florio, the Italian Grand Prix, and the 24 Hours of Le Mans, and it would also find its way into some of Alfa Romeo's top-of-the-line coachbuilt touring cars commissioned for Europe's most discerning clients. These cars, both on and off the track, were some of the most desirable and exciting automobiles money could buy, and they remain so to this day.

Fast forward to the 21st century: Alfa Romeo was looking to produce a new halo car, as well as the automobile to lead their return to the U.S. market, and they chose to use the 8C name again. This new car was first shown in the form of a concept, dubbed the 8C Competizione, in 2003 at the Frankfurt Auto Show. The design was meant to echo the voluptuous Alfa Romeo race cars of the 1950s and 1960s, and it captivated everyone who saw it. The sweeping body lines, penned by Wolfgang Egger, look fantastic, with the body made entirely of carbon fibre and mounted on a space-frame chassis.

The 4.7-litre V-8 producing 450 bhp was equally as sumptuous, and it was directly derived from Alfa Romeo's corporate cousins at Ferrari and Maserati. Alfa utilised a six-speed, electronically controlled manual gearbox that can operate in five different modes, including auto-shift with paddles.

Alfa Romeo claims much of the 8C Competizione's technology is racing-derived, including the suspension and its aluminium brake callipers. Those huge Brembo carbon-ceramic brakes sit behind 20-inch alloy wheels and performance-orientated Pirelli tires.

In 2006, at the Paris Motor Show, Alfa Romeo announced that the 8C Competizione would enter production and a total of 500 examples would be built. The production version would visually be very similar to the original concept, with only minor changes made to improve real-world functionality and practicality.

A spider soon followed, first introduced at the 2005 Pebble Beach Concours d'Elegance, and it entered production for the 2009 model year. Produced in a limited run of only 500 examples, Alfa Romeo sought to keep performance comparable to its coupe sibling, delivering near 50/50 weight distribution. As a result, the sprint to 100 km/h takes 4.5 seconds, and its top speed is 289 km/h, just a hair slower than its fixed-head sibling.

Delivered new in the principality of Monaco to its first and only owner, this lovely Alfa Romeo 8C Spider has remained there since it was first acquired. Finished in a stunning colour combination of Bianco Madreperla over Marrone seats with a matching convertible top, it embodies both sophistication and class. The beautifully subtle colour scheme hints at the car's incredible performance without attracting too much attention. In the hands of its original owner, the 8C has been driven less than 7,100 km, with the most recent service undertaken in the summer of 2017.

Inspired by some of Alfa Romeo's most iconic vehicles, the 8C is a landmark car in all regards. With the 8C, Alfa Romeo honoured its illustrious past while boldly stating that its future remains bright. The performance that its Ferrari- and Maserati-derived drivetrain provides is a perfect complement to its coachwork, which is drop-dead gorgeous from every angle. This 8C Spider remains in exemplary condition throughout. Presented in stunning colours, the 8C is already being heralded as a modern classic, and this would be the perfect example to drive and enjoy. It is unquestionably the finest and most exciting Alfa Romeo produced in the 21st century.





186

1995 FERRARI F512 M

CHASSIS NO. ZFFVA40JPN0103477
ENGINE NO. 40937
GEARBOX NO. 399

€300,000 – €350,000

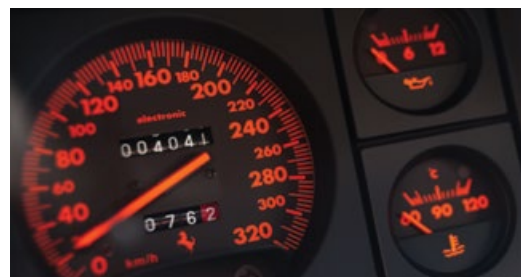
DOCUMENTS



Proof of EC Taxes Paid
See page 6 for VAT status explanation.

Just 4,000 original km from new
Nearly €20,000 in recent servicing and detailing
Ferrari Classiche certified

Delivered new to Japan through Cornes, the country's only official Ferrari importer at the time, this F512 M sports the seldom-seen shade of Rosso Barchetta, slightly deeper than the usual Ferrari reds. There, it was rarely driven and kept in remarkably original and well-preserved condition. Even the original production stickers could be found on the front headlights, and the original engine retained its factory inspection markings and tags from new.





Purchased from its last Japanese owners in 2013 by the current custodian, the F512 M was subsequently shipped to Maranello where it was fully serviced throughout by Carrozzeria Zanasi, to enhance its already exceptional condition, truly making it one of the most exceptional examples in existence. At the same time, the car received a full engine-out service, which included a replacement of the timing belts. Furthermore, several other items were replaced to keep with the car's overall exceptional condition, including primarily the windshield and some interior insulation. This work was completed in June of 2017. Aside from a handful of kilometres accumulated in post-service testing, the

car has not been driven since and remains in excellent condition throughout. The car has been granted full Ferrari Classiche certification, confirming that it retains both its original engine and gearbox and its incredible level of factory originality.

One of only 501 examples built, few F512 Ms could be considered as exceptional as this. With a full engine-out service and refreshing by Carrozzeria Zanasi, this F512 M is as good as new. For the enthusiast that missed buying one then, this gives them a second chance to buy that brand-new, limited-production Ferrari now.





187

1991 PORSCHE RUF RCT EVO

CHASSIS NO. **WP0AA2966MS480141**

€180,000 – €220,000

DOCUMENTS



German Fahrzeugbrief

See page 6 for VAT status explanation.

Converted to full RCT Evo spec in 2015

Just 6,000 km since conversion

Rare, original yellow paint colour

After the vaunted 'Yellowbird' shocked car enthusiasts with its 211-mph top speed in 1987, German tuner RUF emerged as the premier stop for Porsche owners intent on improving Zuffenhausen's finest.

The 964 generation 911 that debuted in 1989 built upon the factory's proven formula with updated styling, a more predictable coil-spring suspension and ABS. That car proved an ideal starting point for the RUF

RCT with its 110-hp upgrade and buttoned-down adjustable suspension. The RCT proved so successful that the company continues to offer conversions today as the updated RCT Evo.

The distinctive yellow RUF RCT Evo offered here comes from a private Porsche collection. The current owner purchased the car three years ago from a Porsche dealership in Germany as a standard 964 Turbo specifically with the intention of upgrading it to RCT Evo specifications. Upon arrival at RUF, it was treated to the full package, including a six-speed manual transmission in place of the original five-speed, the upgraded 3.6-litre flat-six producing 425PS, RUF instruments and fully adjustable suspension. RUF's signature five-spoke wheels and rear spoiler help it stand out even further, and it is supplied with a RUF certificate.

Its RUF odometer shows a mere 6,000 km since its 2015 conversion and appears in excellent condition, commensurate with its limited use. Inside, it features leather and Alcantara upholstery lightweight interior and the single-DIN Porsche Classic navigation system.

Perhaps the best of both worlds, the RCT Evo keeps the original flair of RUF's original RCT and benefits from build quality, attention to detail and the upgraded components one comes to expect in 2018. It goes without saying that this would be an excellent car to enjoy and perhaps the perfect start for someone looking for their first RUF.





188

1995 FERRARI 456 GT

CHASSIS NO. ZFFSP44B000102550

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

DOCUMENTS



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

First owned by Sheik Abdulaziz Bin Khalifa Bin Hamad Al Thani, of the Qatari Royal Family

Three owners from new

Rare and desirable six-speed manual example

Presented in original Verde Mugello, with less than 14,000 km on the odometer

At the 40th anniversary celebrations of Garage Francorchamps in Brussels, Belgium, in 1992, Ferrari chose to introduce its newest four-seater grand touring car, the 456. Boasting elegant Pininfarina styling, the 456 would propel Ferrari into the 21st century whilst harkening back to the elegant GT cars of the 1950s and 1960s.

As a four-seater Ferrari grand-tourer, its performance was exceptional. The 456's 442-bhp V-12 ensured it could reach speeds of over 186 mph and accelerate from 0–100 km/h in 5.2 seconds.



This stunning example was originally delivered in Verde Mugello over Beige leather, with the now hugely desirable manual transmission, along with special-ordered wood trim on the dash and door panels. It is only fitting that such a unique 456 would be ordered by someone of stature matching the car, and this example was delivered new in August 1995 to Sheik Abdulaziz Bin Khalifa Bin Hamad Al Thani, of the Qatari Royal Family. A copy of the original purchase invoice on file

states that it was delivered to his residence in Cannes. He would go on to retain ownership until 2004. The car would remain in France and its next owner was Bernard Lucien-Francois, who kept the car until 2006, when it was sold to the current French owner.

Throughout its pampered life, this unique Ferrari 456 has travelled less than 14,000 km and is ready for its new owner to enjoy the sound of its magnificent V-12 engine, over many more miles.





189

1981 PORSCHE 924 GTR

CHASSIS NO. **WPOZZZ93ZBS720006**

€475,000 – €525,000

DOCUMENTS



French Certificat d'Immatriculation

See page 6 for VAT status explanation.

One of only 17 Porsche 924 GTRs constructed

Five-time Daytona 24-Hour and Sebring 12-Hour competitor

Driven by 1961 U.S. Grand Prix winner Innes Ireland in the 1984 Daytona 24 Hours

Immaculately restored, and in possession of a valid FIA HTP and fuel cell

Accompanied by an extensive spares package, including spare 'zero hour' GTR engine

Accepted for the 2018 Le Mans Classic

The sixth of only 17 Porsche 924 GTRs constructed, '720006' was delivered new to American Tom Winters in 1981, for use in IMSA-sanctioned sports car events. Entered under the Whitehall Promotions banner, Winters and co-driver Bob Bergstrom started their association positively at the Lime Rock 200 miles with 14th overall (and 7th in class) against a quality field containing long-distance greats Brian

Redman, Rolf Stommelen, Al Holbert and Klaus Ludwig. At the Mosport 6 hours, the pairing also managed a fine 13th overall (and 3rd in class) behind no less than seven Porsche 935s. After a crash and resulting fire at Road Atlanta in September of 1981, the car was re-tubbed and subsequently rebuilt to continue its competition career with Winters.

Unfortunately, the team's luck did not improve for early 1982, with retirements in both the Daytona 24 Hours and Sebring 12 Hours but landed a commendable 3rd in class (and 12th overall) at the Charlotte 500 kilometres later in the season. Nineteen eighty-three saw engine problems at Daytona, but the car soldiered on at Sebring, finishing in 43rd place, some 83 laps behind the winning Porsche 934.

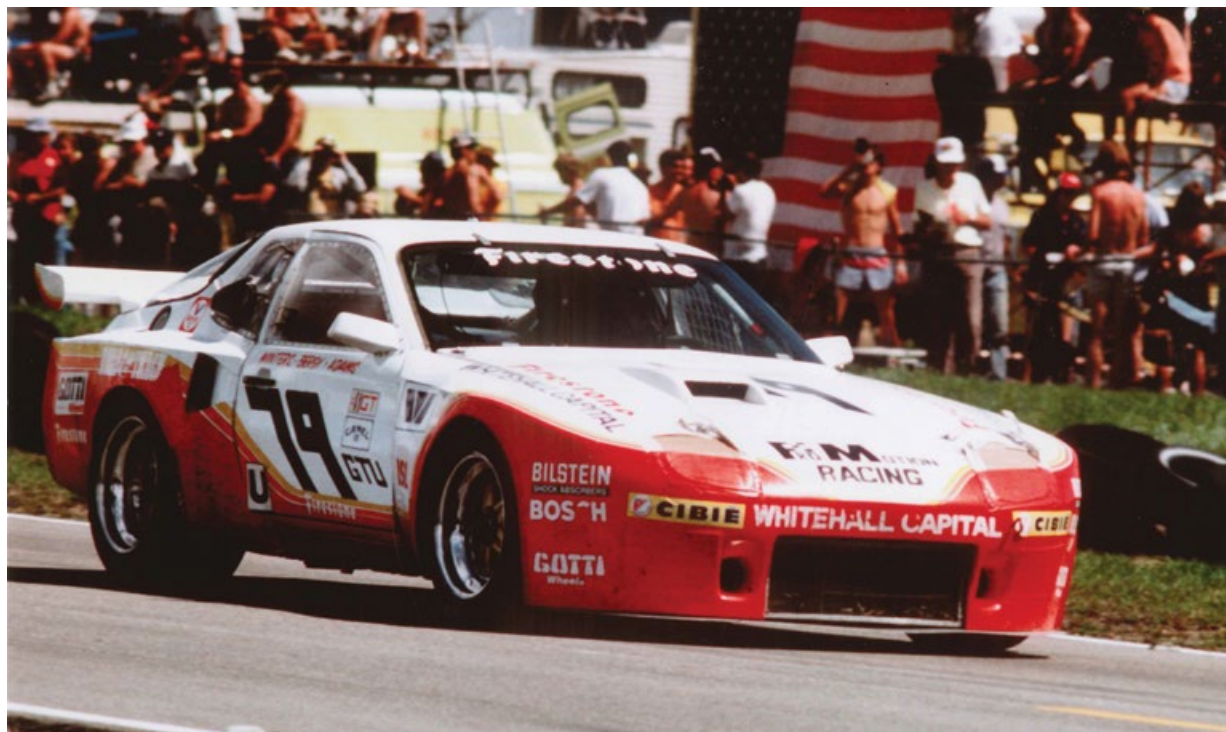
Other positive showings over the balance of the season included 12th overall (6th in class) in the Lime Rock 3 Hours and an excellent 7th (and 2nd in class) in the Portland 3 Hours – the latter result being repeated at the season-closing Pocono 500 miles. For 1982–1983, IMSA rules were changed to allow a space-frame chassis, and in an effort to keep the car competitive, 720006 was rebuilt around a new space frame, yet all its original GTR mechanical components were transferred over to the new frame.



For 1984, an unlikely co-driver for the Daytona 24 Hours was 1961 U.S. Grand Prix winner, Innes Ireland. However, despite the services of the charismatic Scot, the car failed to finish after 236 laps. Further highlights included 5th in class in the Portland 3 Hours and 9th in class at Sears Point. Fighting on to remain competitive in 1985, 720006 failed to qualify for Daytona and retired at Sebring, despite the best efforts of Elliot Forbes-Robinson at the wheel.



In 1986, 720006 was sold to Dave Panaccione who entered the car at both Daytona and Sebring, although both outings ended in retirement once again. The following year, Don Chilsen acquired the car, with a retirement in the Watkins Glen 500 kilometres being the car's final known contemporary outing. In 1989, the car was sold to collector Steve Wellings, who kept the 924 until 2011.



The 924 GTR at speed during the 1984 12 Hours of Sebring. Courtesy of the owner

Over the winter of 2011–2012, the car was completely rebuilt by front-engined Porsche guru Reiner Telkamp of Ludwigsburg, which included returning the car to its original livery and addressing the cooling problems which were so prevalent in period by allowing both the block and cylinder heads their own dedicated cooling systems. The vendor acquired the car in 2015 and has since used it extensively in events including the Le Mans Classic, Rolex Monterey Motorsport Reunion and the Oldtimer Grand Prix at the Nürburgring. During the course of 2016 and 2017, some CHF 80,000 was spent with marque specialists See-Garage Portmann AG. Furthermore, it is important to note that the 924 GTR has been

entered and accepted for the upcoming 2018 Le Mans Classic and could be driven there by its next owner, making this a truly exciting acquisition and a wonderful way to enter one of the most prestigious and exciting events in vintage racing.

With such a long racing career, including consistent appearances at Sebring and Daytona, the most illustrious endurance racing events in the U.S. and a career in vintage racing that stretches through to today, 720006 remains immaculately presented and impeccably prepared for any of the myriad historic events for which it is eligible.

*Racing through the night at Daytona Beach in 1983.
Courtesy of the owner.*







190

2001 BMW Z8

CHASSIS NO. **WBAEJ13411AH60828**

€180,000 – €220,000

DOCUMENTS



UK V5

See page 6 for VAT status explanation.

Delivered new to California

Converted to European specification

Includes original-specification parts and original hardtop

Just 7,000 miles from new

It would be easy to associate the BMW Z8 with other retro-revival cars of the 1990s and early 2000s, but that would hardly be the case. BMW had already honoured its past with the sporty Z3 roadster, after all. So, the Z8 instead married the muscular V-8 engine from BMW's Motorsports division with the considerable design talent of lead exterior pen Henrik Fisker. This was to be the company's halo car and would boldly launch BMW into the 21st century.

The Z8, nearly identical to the Z07 show car from the 1997 Tokyo salon, was unlike any BMW since the M1. Its styling evoked the BMW 507—the design icon that so nearly bankrupted the fledgling automaker in the 1950s. Under its sumptuous curves sat an M5-sourced S62 4.9-liter V-8 paired to a six-speed manual transmission. The Z8 had the power to back up its stunning styling.

About 5,700 examples were hand-built in Munich over a three-year run, after the Z8 made its silver screen debut in the 1999 James Bond blockbuster *The World is Not Enough*. Following the Z3's role in Goldeneye, the Z8 starred in a short but memorable scene with Mr Bond behind the wheel. Nevertheless, it captivated fans worldwide and proved that BMW was a force to be reckoned with.

The Z8 offered here is a U.S.-delivery example that

was first registered in California and remained stateside with its original owner until 2012. It was then converted to European specification and exported to the UK. Notably, its original specification parts will be included with the sale and the car can be converted back if so desired by its next owner. Furthermore, the car shows just 7,000 miles since new and also includes its original factory hardtop.

Truly one of the most recognizable BMWs of the 21st century, the Z8 is nothing short of an icon and deserves to be treated as such. Suitable enough for James Bond, the Z8 is an excellent grand tourer and sports car, one that begs to be enjoyed on the open road.





191

2011 PORSCHE 911 SPEEDSTER

CHASSIS NO. **WPOZZ99ZBS795209**
SERIAL NO. **232/356**

€180,000 – €220,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Japanese Export Certificate
See page 6 for VAT status explanation.

European-specification example with only 4,500 km from new
Desirable Carrera White over black
One of only 356 examples produced

To create the 2010 Speedster, a vehicle harkening back to Porsche 356 and 930 Speedsters, Porsche Exclusive took the concurrent 997.2 GTS Cabriolet and trimmed the windscreen by 70 mm, whilst also replacing the rear seats with the trademark Speedster 'humpback' tonneau. As this was going to be a limited-production automobile destined for some of Porsche's best customers, the package was then completed with a cherry-picked cocktail of halo components from the 997.2 range: the 408-bhp 'Power Pack' version of the 3.8-litre engine; PCCB Carbon Ceramic brakes; the





desirable PDK transmission; Sport Chrono Package; iconic Fuchs alloy wheels unique to the Speedster; and the wider rear hips from the Carrera 4 and Turbo. Fittingly, and in recognition of the Speedster's heritage, just 356 examples were produced.

The example offered for sale is an EU-specification car delivered new to Denmark, before being purchased by a Japanese gentleman and subsequently imported to Japan. The car has since been passed to a collector in Hong Kong and now shows just 4,500 original kilometres from new, confirmed by the accompanying service history.

It presents in consummate immaculate condition and is specified in the rarer factory option of Carrera White, sympathetically trimmed in matching black and white leather, with a black roof. It is provided with its original document pack and leather binder, confirming its heritage.

Widely considered to be the ultimate open-top incarnation of the 997 family, the Speedster is exclusive and unmistakable; this opportunity to acquire a low-mileage example should not be overlooked.





192

1956 AUSTIN HEALEY 100 M 'LE MANS'

CHASSIS NO. **BN2-L/233047**
ENGINE NO. **1B/233047-M**

€170,000 – €190,000

DOCUMENTS



UK V5

See page 6 for VAT status explanation.

Accompanied by a certification from the 100 M registry

Restored by UK marque specialists

Competed in the Mille Miglia Storica in 2015

An iconic British sports car that quickly made a name for itself in both track and rallying, the Austin-Healey 100 was a favourite of many sports car enthusiasts. Founder Donald Healey had set his sights on the Mille Miglia, Sebring and Le Mans to generate advertising for the model he launched in 1953. To do this, the Works Special Test 100 S was developed with a competition engine, stiffer suspension and a lighter body.

With an eye on privateer customers, an optional factory Le Mans kit was offered from 1954 with cars denoted as a 100 M. It featured a louvered bonnet with leather strap plus an uprated

four-cylinder, 2.6 litre with a cold air box, larger 1 and 3/4-inch carburettors, a competition cylinder head and a free-flow exhaust manifold. With a special distributor, the result was a power output of 120 bhp. Only 640 factory 100 M's were produced, of which 544 were shipped to the U.S.

According to its British Motor Industry Heritage Trust Certificate, this car was a North American export model which left the factory in June 1956 and was specified in two-tone Florida Green and Ivory White with black interior trim and hood. Factory equipment included wire wheels, laminated windscreen and a heater. The car was later exported to Australia, where it was repainted black. It returned to Europe where full photographic restoration on the chassis and body was carried out by a leading Dutch restorer. The body was returned to its original colour. The overdrive gearbox and

engine were rebuilt by legendary Austin Healey racing specialist Denis Welch. The result is a motorsport-grade engine for fast road use which retains the original factory features.

Another marque specialist, Paul Woolmer, maintained the car for three years. A complete history file, including invoices totalling £30,000, comes with the vehicle. Its provenance is confirmed by a certificate from the 100 M Le Mans Registry. This car competed the Mille Miglia in 2015, proving it is an ideal car for period touring events.



THE 100 M ON THE MILLE MIGLIA IN 2015. COURTESY OF THE OWNER



193

1947 CHRYSLER TOWN AND COUNTRY CONVERTIBLE

CHASSIS NO. 7401951
ENGINE NO. C39-66616

Single ownership for nearly 30 years

An iconic Chrysler design

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

DOCUMENTS



Swiss Form 13.20A
See page 6 for VAT status explanation.

After World War II, Chrysler recognised the intense demand for passenger cars. However, a shortage of steel meant that the company needed to be clever with its materials. For the first time, wooden bodies were used on passenger cars—to resounding success.

The Town and Country Convertible was built on the upscale New Yorker chassis, yet it offered a wide variety of luxurious appointments in addition to the New Yorker's many standard features. With a starting price of \$3,420, the Town and Country Convertible was the most expensive Chrysler model



available. The car offered here is equipped with the standard eight-cylinder in-line engine and features the solid White Ash wooden frame with mahogany veneer insert panels.

Though its original history is lost to time, this Town and Country was born Catalina tan with a matching hood. Now resplendent in a lovely green, chassis 7401951 has been in single ownership in Switzerland at least since 1990. Invoices show consistent maintenance, including 280 hours of work to the wood trim and interior in 2017, making sure that the wood displays as beautifully as possible.





194

1962 ASTON MARTIN DB4 SERIES IV

Desirable fourth-series DB4

Impressive history file with over 50 years of documentation

Upgraded 4.2-litre motor

The DB4 marked a significant development for Aston Martin; a sleek, Italian-styled GT with a Tadek Marek-designed engine, demand was instantaneous. Throughout the five-year production run, modifications to the model resulted in aficionados separating the models into five series.

Offered here is one of the more desirable Series IVs. As seen in DB4/869/R, the Series IV maintained the new Harold Beech-designed rigid steel platform and Touring of Milan Superleggera construction process, with hand-formed aluminium alloy panels wrapped over small-diameter steel tubing. Marking a forward-looking change, the former 'egg-crate' grille was replaced by a barred type – setting the scene for the famous grilles of the DB5 and DB6.

One of the particular benefits of a later-model DB4 is the much-needed oil cooler, easily spotted by the intake under the front bumper, as the early models tended to overheat quickly.

As with most Series IVs, chassis DB4/869/R was fitted with the standard Tadek Marek engine and twin SU carburettors; it has since been upgraded to the more desirable 4.2-litre engine. The original build sheet for this vehicle notes that it was ordered with the optional overdrive gearbox before being sent to Mr D.A. Smith of Leeds, though by 1965, the car had passed to Mr Ripley of Newcastle upon Tyne. Mr Ripley kept careful records of his time with the DB4 – the history file contains invoices, MOTs and insurance documents. During his time with the car, Mr Ripley had several services carried out and fitted a new steering rack supplied by H.W. Owen.

CHASSIS NO. **DB4/869/R**
ENGINE NO. **370/877**

€475,000 – €525,000

DOCUMENTS



Belgain Certificat d'Immatriculation
See page 6 for VAT status explanation.

A letter in the file suggests that Mr Ripley considered selling the Aston Martin to the factory, however by 1981 it was in the possession of Mr Adrian Blyth of Surrey, a well-known Aston Martin owner, who had some work done to the interior. Passing to a subsequent owner, a former employee of Aston Martin Works, DB4/869/R underwent a full restoration of its bodywork. After a full underside cleaning, the chassis was painted inside and out in anti-rust paint. New suspension brackets, springs and brakes were fitted to ensure a perfect ride. After stripping the vehicle to bare metal, small imperfections in the aluminium body were repaired before a respray in the attractive Aston Martin Racing Green as seen today.

In the last eight years, DB4/869/R has been driven under 2,000 miles and has been taken out only on the nicest of days. The current owner remarks that the steering yields easily and the gearbox is supple, and overheating has never been a problem. A perfect Aston Martin for the gentleman driver, this DB4 Series IV comes with a full history file complete with original brochures and instruction manuals. The DB4 should be considered one of the most influential automotive designs of the 20th century, setting the standard for style and performance in subsequent Aston Martin models, which continues to this day.









195

2001 FERRARI 360 CHALLENGE

CHASSIS NO. **ZFFYR51B000123327**
ENGINE NO. **56871**

€70,000 – €90,000

OFFERED WITHOUT RESERVE

DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.

Only 50 km driven since major service

Successfully raced in the Italian Pirelli Challenge from 2001–2003

Unlike the previous 'Challenge' series cars that were created by adding factory retrofitted upgrades to a standard chassis, the Ferrari 360 Challenge represented the first factory-produced track-only special in the series. Foregoing all creature comforts brought considerable weight savings; out went the stereo, electric windows, airbags, air-conditioning and sound proofing, and in came a roll cage, FIA-approved harness, a lightened exhaust and a single carbon fibre bucket-seat. Adjustable racing suspension replaced the active road car setup, whilst Brembo supplied larger two-piece floating brakes gripped by gold callipers, and Bosch tweaked the ABS control unit for racing use. The ensuing 250 kg weight saving and improved dynamics took the Challenge into a different realm to the Modena in pure performance terms.

Chassis no. 123327 was delivered new to its native Italy and purchased by Massimo Di Risio. As chronicled by an accompanying ACI passport, the car raced at a handful of events at circuits across Italy, including Monza, Mugello, Misano, Vallelunga and Imola. The car's most successful season was in 2002 at the hands of Nicola Gianniberti who won the Italian Pirelli Challenge and finished 4th at the world finals at Misano.

It is fittingly painted in rosso and benefits from having only covered 50 km since a major service in 2016 and the current owner's acquisition in 2017. That service consisted of a gearbox that has been overhauled with new seals, oil pump and bearings, and the engine has benefitted from a new timing belt, belt tensioner, oil filter, clutch and crankshaft seal.



1992 ROLLS-ROYCE SILVER SPUR II TOURING LIMOUSINE

196

The very first of 56 Silver Spur Touring Limousines built
Under 56,000 km from new
1990s luxury at its finest

As per its chassis number, this is the very first Rolls-Royce Silver Spur II Touring Limousine built and one of 22 examples built for the 1992 model year, of which only eight were built in left-hand drive. Essentially a Silver Spur II lengthened by 24 in. in the rear compartment, those lucky enough to ride in the back seats were met by unrivalled luxury. With an electronically operated partition offering total privacy, passengers had a 10-in. television and audio system at their command, as well as separate air conditioning, heated seats, a moon roof, an intercom system to speak to the driver and a cocktail cabinet with decanters and tumblers paired with a refrigerator to keep drinks perfectly chilled.

With fewer than 56,000 km from new on its odometer, this Rolls-Royce presents in wonderful condition throughout for its age, offering what was the last word in luxury for only a fraction of its original price. Presented in stately two-tone grey over a matching interior beautifully contrasted with walnut trim, this is a fascinating contemporary Rolls-Royce that is ready to serve in peerless luxury.



CHASSIS NO. **SCAZW02D5NCX80001**

€55,000 – €75,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Form 13.20A
See page 6 for VAT status explanation.



197

1998 DODGE VIPER GT2

CHASSIS NO. **1B3ER69E2WV401043**

€150,000 – €200,000
OFFERED WITHOUT RESERVE

DOCUMENTS



Bill of Sale
See page 6 for VAT status explanation.

The 43rd of 100 GT2 commemorative edition models built

Just under 4,500 miles from new

Build to homologate the Le Mans-winning Viper GTS-R

With the second-generation Viper, Dodge and Chrysler decided it was time to take the Viper racing, hoping to increase sales in Europe. For homologation, FIA demanded 100 road-going GT2s were built and many unique features from GTS-R were used on the 100 street versions, including the trademark rear spoiler, front spoiler, wider rear ducting and BBS wheels. A bump in power to 460 bhp made this the most powerful Viper ever produced at its introduction.

The Viper GTS-R raced and won the 1997 FIA GT2 Championship and gathered much knowledge and practice for the Le Mans specialists at the legendary French race team Oreca in charge of the Viper GTS-R racing efforts. After a close race in the 1998 Le Mans, the Viper GTS-R could claim the first-class victory for an American manufacturer since the mighty GT40. Overall victories at the 2000 24 Hours of Daytona, the Spa 24 Hours in 2001 and 2003 and at the 24 Hours of the Nürburgring in 1999, 2001 and 2002. Its most significant victories were three class wins at Le Mans from 1998–2000 where the Viper was racing against some of the most prominent cars of its era like the McLaren F1, Ferrari 333SP and Porsche GT1 – the Viper GT2 is a true piece of 1990 race history.



Sold new to Virginia in early 1999, this GT2 is in lovely condition throughout, with only 4,500 original miles on its odometer and still fitted with its original tires. With a clean CARFAX report on file, it has remained in the hands of collectors and was imported

to Europe in early 2018. Furthermore, the car comes with its owner's manuals, its original car cover, autographed photos of the Viper factory drivers, as well as a welcome letter to owners from Chrysler.





198

1964 ALFA ROMEO GIULIA SPRINT SPECIALE

COACHWORK BY BERTONE

CHASSIS NO. **AR 381248**
ENGINE NO. **AR 00121 01291**

€100,000 – €120,000

DOCUMENTS



Cancelled Italian Libretto
See page 7 for VAT status explanation.

One of approximately 1,400 built

Subject to recent engine and gearbox rebuilds

With a long and storied history of producing some of the world's best small sports cars, Alfa Romeo is one of the world's most respected marques. The car offered here, the 1965 Giulia Sprint Speciale, is without question one of the most significant post-war automobiles produced by the legendary Milan firm. Even today, the stunning aerodynamic Space Age bodywork inspired by Bertone's legendary Berlina Aerodinamica Tecnica, or B.A.T., show cars, is truly unforgettable and makes the Giulia Sprint Speciale a cornerstone of many significant Alfa collections.

Sharing many similarities with the earlier Giulietta SS, the Giulia SS made its debut at the 1963



Geneva Auto Show with a 1,600-cc four-cylinder engine, approximately 25% larger than the Giulietta's engine and was put into production later that same year. The Giulia was built to show that the original Giulietta SS design had matured into a larger, more powerful sports car well suited for modern highways, especially for the American market which was growing in importance every year.

Produced at the very end of 1964, this Giulia SS is finished in a lovely colour combination of silver over red and presents very well throughout. Believed to be the matching-numbers unit, the correct-type engine has recently been rebuilt; additionally, the desirable five-speed gearbox has also been fully rebuilt (invoices for recent work are on file). With just 1,400 produced, excellent examples of the Giulia SS are hard to come by in today's market as they rarely change hands. This represents a fine opportunity to obtain a Giulia Sprint Speciale which is fully ready to be enjoyed. It will fit beautifully into any Alfa Romeo or sports car collection.





199

1966 FORD MUSTANG 289 COUPÉ FIA

CHASSIS NO. **6R07C223255**

€80,000 – €95,000

OFFERED WITHOUT RESERVE

DOCUMENTS



Form 13.20A

See page 6 for VAT status explanation.

Offered with FIA papers valid until 2026

FIA certified to 1965 specification

Contemporary European racing history

The original Mustang was the brainchild of Lee A. Iacocca, who had risen from humble salesman to company vice-president of Ford in five short years. One of the most successful American cars of all time and perhaps the most iconic, the Mustang came to epitomise 1960s motoring in the United States. The top-shelf, 289-cu.-in. V-8 version was a fine performer, and with the expertise of Carroll Shelby, its full racing potential was unleashed.

Restored by German racing team Derichs over 2001–2002 as a race machine, the Mustang was campaigned between 2004 and 2007 by Erwin

Derichs in the FIA Historic European Touring Car Championship and was reported as having never suffered any accident damage during its racing career. In 2005 and 2006, the car came second in its class, and in the latter season, it was also a front runner in the overall classification. Moreover, the Mustang won both the FIA Rallies Saarland 2004 and Köln-Ahrweiler 2004. After being sold in 2007, various maintenance work has been performed, including most recently a 200+ hour freshening. Since then, the car has been driven just one hour in testing on the track and has zero hours of race use.

Complete with FIA papers from 2015 and invoices dating from 2013–2015, this Ford Mustang 289 Coupé offers a chance to hit the track in a competitive American legend.



1964 BENTLEY S3 CONTINENTAL DROPHEAD COUPÉ

COACHWORK BY MULLINER PARK WARD

One of only 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 UK in 1994 by Dr Soichiro Yoshida, Honorary Consul for Denmark, Finland, Iceland, Norway and Sweden; owner of a multifaceted business empire; and member of the committee for the Nagano Winter Olympics of 1998, as well as a noted car collector.

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.

200

CHASSIS NO. **BC142XC**
ENGINE NO. **71CBC**

€60,000 – €90,000

DOCUMENTS



Japanese Export Certificate
See page 6 for VAT status explanation.



201

○ 1949 FIAT-GILCO 1100

COACHWORK BY ZAGATO

CHASSIS NO. 0010351
ENGINE NO. 500027

€200,000 – €250,000

DOCUMENTS



See page 6 for VAT status explanation.

One of the earliest examples of post-war Zagato coachwork

Unique Gilco 205MM chassis with Fiat 1100 engine

Mille Miglia eligible

Gilco is a magical name for all those who are enthusiastic about early, post-war motor racing. The firm was known primarily for its excellent work supplying the chassis for Alfa Romeo, Ferrari (from 1946–1958, during which time he helped to produce their first grand prix car), Stanguellini and Cisitalia. Gilco (an acronym for Gilberto Colombo, the founder) was an extraordinary company. Its activity began in 1946, when the company began producing tubular chassis for small 750-cc and 1,100-cc “Sport” class motor cars, which were lightweight, small displacement racers with open bodywork.



In 1949, Gilco produced the 205MM type chassis, with the intention of fitting barchetta coachwork in order to race at the Mille Miglia. This project was later changed as the prototype of a small series of 50-100 cars all to be produced in a spider form. Eventually, only one chassis was produced and was bodied by Zagato in the form of a lightweight spider. With the chassis number issued by the Milan Motoring Authorities, this unique Zagato-bodied spider was later sold on 23 June 1951 to its first owner, Mr Lucio Grunzweig, with the license plate MI 166314.

Recorded in John de Boer's Italian Car Register, the car's current owner purchased it in central Italy about three years ago. Not

in drivable condition at the time of purchase, he imported the car to Germany, and Robert Schramm in Oberursel returned it to road-worthy condition.

The car comes with its set of original Borrani wheels, a new set of Borrani produced in 2016, full documentation by the Automobile Club d'Italia and is eligible for the Mille Miglia. Importantly, the car is also accompanied by copies of photos of it in period in bar chassis. An interesting piece of early Zagato design with the legendary Gilco chassis and the reliability of the Fiat 1100 engine, this fun and lightweight motor car is ready to be enjoyed by its new owner.



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€100.000	€2.500
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Premium may be subject to change at the discretion of RMS if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the motor car(s) or any other lot(s) will not be different from the Buyers' Premium for other motor car lot(s) or any other lot(s) in the auction.

5. Proceeds to Consignor(s).

5.1 As an accommodation to the Consignor(s), RMS agrees to act as an intermediary between the Consignor(s) and the Buyer(s) by accepting the purchase price from the Buyer(s), transferring the motor car(s) or any other lot(s) to the Buyer(s), and delivering the amounts due to the Consignor(s) under this agreement. If the motor car(s) or any other lot(s) are sold by RMS during the term of this agreement, the money due to the Consignor(s) shall be disbursed within twenty (20) business days after the sale provided the purchase price, applicable commissions, and fees have been received by RMS, in accordance with the terms of this agreement.

5.2 As used in this agreement, a "sale" occurs between the Consignor(s) and Buyer(s) when the hammer or equivalent device or mechanism drops on the last accepted bid or when the auctioneer awards the motor car(s) or any other lot(s) to the highest Bidder(s).

5.3 The Consignor(s) authorizes RMS to release the motor car(s) or any other lot(s) to the successful Buyer(s) upon RMS receiving full payment from the Buyer(s) or financing terms as agreed to with RMS.

5.4 The Consignor(s) agrees to rely solely upon the Buyer(s) for payment.

5.5 Before payment of any money due to the Consignor(s) is to be made, the Consignor(s) agrees to provide RMS with the documents necessary to transfer the ownership of the motor car(s) or any other lot(s) to the Buyer(s).

5.6 If RMS has reason to believe or is notified that the Consignor(s)' breach or alleged breach of the Contractual Obligations or Consignor(s)' action could potentially cause RMS liability ("dispute"), RMS, at its sole discretion, may withhold payment to the Consignor(s) until the dispute has been resolved; further, RMS may deduct any sums that are due to it from the sum held.

6. Exclusivity.

6.1 The Consignor(s) grants to RMS the exclusive right and authority to advertise and sell the motor car(s) or any other lot(s) for a period beginning with the date of this agreement and ending sixty (60) business days following the auction.

6.1.1 If the motor car(s) or any other lot(s) are sold prior to the auction and RMS has not agreed in writing to this sale, the motor car(s) or any other lot(s) will then be considered "withdrawn" from the auction by the Consignor(s), and the Consignor(s) agrees to abide by clause 19 *Withdrawn Motor Car(s) or Any Other Lot(s) of these Conditions*.

6.1.2 If the motor car(s) or any other lot(s) do not sell at auction, the Consignor(s) grants RMS the authority to list the motor car(s) or any other lot(s) for sale on RMS' private sales website and advertise in other mediums at RMS' discretion the motor car(s) or any other lot(s) for sale up to

sixty (60) days after the auction.

6.1.2.1 RMS does not have the authority to unilaterally sell the Consignor(s)' motor car(s) or any other lot(s) after the auction and must submit what RMS believes to be commercially reasonable offers for sale to the Consignor(s).

6.1.2.2 If the Consignor(s) agrees to the sale of the motor car(s) or any other lot(s), the Consignor(s) will be required to pay RMS a percentage of the sale price equivalent to the Buyers' Premium (as charged in the auction), unless RMS and the Consignor(s) mutually agree to a different private sales commission.

7. Title, Registration Document(s), and/or Appropriate Document(s) Evidencing Chain of Ownership.

7.1. It is the absolute requirement of the Consignor(s) that they provide any and all title(s), registration document(s), or appropriate document(s) evidencing ownership and/or government registration(s) (such as Purchase Agreement(s) and Bill(s) of Sale) ("Title(s)") to the motor car(s) or any other lot(s) to RMS prior to the auction of the motor car(s) or any other lot(s).

7.1.1. Consignor(s) should coordinate with Natalie Keogh of RMS' Administration department either via email at nkeogh@rmssothebys.com or via telephone at +44 (0) 20 7851 7070.

7.2. The Consignor(s) warrants that the Consignor(s) is the sole and only owner of the motor car(s) and that the Consignor(s) has full right and authority to sell the motor car(s).

7.3. The Consignor(s) agrees to provide RMS with a good, clear, and transferable Title(s) to the motor car(s) in advance of the auction.

7.3.1. If for whatever reason RMS is forced to correct any Title(s) defect(s), the Consignor(s) agrees to pay for any and all reasonable expenses.

7.4. In order to facilitate and transfer the Title(s) for the motor car(s), the Consignor(s) agrees to sign a Power of Attorney attached in this Consignment Agreement package.

8. Non-Payment by Buyer(s). In the event of non-payment by the Buyer(s), RMS will endeavor to use reasonable efforts to enforce payment from the Buyer(s); however, RMS shall not be liable to the Consignor(s) for payment. If the Buyer(s) does not pay RMS, then at RMS' sole discretion, RMS may cancel the sale and return the motor car(s) or any other lot(s) to the Consignor(s), enforce payment by the Buyer(s), or take other actions permitted by law. Notwithstanding the preceding sentences, if RMS has paid any portion of the purchase price to the Consignor(s), but the purchase price has not been collected from the Buyer(s) of the motor car(s) or any other lot(s), the Consignor(s) hereby agrees, simultaneously with such payment, to assign to RMS any and all rights that the Consignor(s) may have against such Buyer(s) to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor(s) agrees to execute any

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

9. Motor Car(s) or Any Other Lot(s) Description(s).

9.1 The Consignor(s) agrees to accept sole responsibility and liability for any representations made by RMS that accurately repeat the information supplied by the Consignor(s) as to the character, features, condition, correctness, authenticity, or history of the motor car(s) or any other lot(s) and to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any such representations.

9.2 The Consignor(s) is required to review and approve all catalogue description(s) within two (2) business days of receiving the catalogue description(s) from RMS' Research department.

10. Motor Car(s) or Any Other Lot(s) Operation.

10.1 The Consignor(s) warrants that the motor car(s) or any other lot(s) are in a safe, operable condition to be driven or moved by RMS' employees or representatives. The Consignor(s) acknowledges that should RMS, at RMS' sole discretion, determine that the motor car(s) or any other lot(s) are not safe to operate or move, the motor car(s) or any other lot(s) will not be allowed across the block under their own power.

10.2 The Consignor(s) authorizes RMS to perform minor work on the motor car(s) or any other lot(s) to facilitate the motor car(s) or any other lot(s) to start and drive across the auction block or be presentable for sale, the Consignor(s) will hold RMS harmless and indemnify RMS from any damage or liability caused by the minor work performed by RMS' staff on the motor car(s) or any other lot(s).

11. **Drivers.** The Consignor(s) acknowledges and grants permission for RMS and its employees and agents to drive or move the motor car(s) or any other lot(s) from time to time before, during, or after the sale. The Consignor(s) acknowledges that it is the Consignor(s)' responsibility to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor(s) specifically agrees to indemnify, defend, and hold RMS harmless, as provided in this agreement, from any liability that may result from such driving or movement of the motor car(s) or any other lot(s).

12. No-Sale of Motor Car(s) or Any Other Lot(s).

12.1 At the termination of this agreement due to a no-sale, the Consignor(s) is required to remove their non-sold motor car(s), including motorcycle(s), boat(s), and trailer(s), from the auction site by five PM (5:00 p.m. EST) on Sunday, 13 May 2018, in the jurisdiction where the auction was held ("Removal Deadline").

12.1.1 Contingent upon clause 12.1 being satisfied, the motor car(s) Title(s) (as long as the Consignor(s) do not owe RMS any money) will be returned to the Consignor(s) within sixty (60) business days.

12.2 RMS will remove the motor car(s), including motorcycle(s), boat(s), and trailer(s), and the Consignor(s) is required to pay RMS a €450,00 (EURO) removal fee plus VAT per motor car(s) and a daily storage fee of €40,00 (EURO) plus VAT per motor car(s).

12.2.1 Specifically if a boat lot(s) is not removed by the Removal Deadline, RMS will remove the boat lot(s), and the Consignor(s) is required to pay RMS a removal fee plus VAT per boat lot(s) and a daily storage fee plus VAT per boat lot(s). The removal fee and daily storage fee for the boat lot(s) will be determined based on the size of the boat lot(s) and therefore cannot be confirmed until the boat lot(s) is consigned. Please note that RMS will utilize Monaco Boat Services for the removal of any boat lot(s).

12.3 For the removal of any non-motor car lot(s), including but not limited to memorabilia, jewellery, and clothing, from the auction site, a direct shipping company will contact the Consignor(s) after the sale; please note that a reasonable memorabilia removal and storage fee will apply.

12.4 If the Consignor(s) has not removed their motor car(s) or any other lot(s) from the storage facility within six (6) months of the sale date, RMS has the right to enter the motor car(s) or any other lot(s) into an auction at no reserve or sell via private treaty for fair market value.

12.4.1 Please note that the storage facility that RMS utilizes in Monaco is only temporary and will be closed approximately one (1) month following the sale. All motor car(s) or any other lot(s) remaining in the storage facility in Monaco after one (1) month following the sale will be removed at the Consignor(s)' expense to another storage facility at RMS' discretion.

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

12.5 RMS shall have the right to exercise a charge or lien on the non-sold motor car(s) or any other lot(s), or any other property belonging to the Consignor(s) in the possession of RMS if the Consignor(s) owe RMS money, and to apply any money due or to become due to the Consignor(s), to the outstanding money the Consignor(s) owes to RMS.

13. Cancellation/Rescission of Auction.

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

13.1.1 Force Majeure events including, but not limited to:

13.1.1.1 Natural disaster, which despite reasonable efforts, restricts RMS from

holding the auction;

13.1.1.2 Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RMS from holding the auction; and

13.1.1.3 Terrorist event, which despite reasonable efforts, restricts RMS from holding the auction.

13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.

14. Cancellation/Rescission of Motor Car(s) or Any Other Lot(s).

14.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of the motor car(s) or any other lot(s) and will not be liable to the Consignor(s) for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

14.1.1 RMS opines that the motor car(s) or any other lot(s) have been intentionally and materially misrepresented by the Consignor(s);

14.1.2 RMS opines that physical damage to the motor car(s) or any other lot(s), which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;

14.1.3 RMS is served with a lawsuit from a third party in relation to the motor car(s) or any other lot(s);

14.1.4 RMS faces significant reputational damages which would cause monetary damages for selling the motor car(s) or any other lot(s);

14.1.5 Material issues regarding Title(s), registration(s), or transfer of ownership that cannot be reasonably cured;

14.1.6 Material issues regarding the provenance, merchantability, or authenticity of the motor car(s) or any other lot(s) that cannot be reasonably cured; or

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

15. **Estimates and Catalogue Descriptions.** Any pre-sale estimates are intended as guides for prospective Bidder(s). RMS makes no representation or warranty of the anticipated selling price of the motor car(s) or any other lot(s), and no estimate anywhere by RMS of the



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selling price of the motor car(s) or any other lot(s) may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, pre-mailers, any advertisements, or elsewhere are preliminary only, and they are subject to revision by RMS from time to time at its sole discretion. The Consignor(s) acknowledges that RMS will not be liable for any errors or omissions in the catalogue or other descriptions of the motor car(s) or any other lot(s), and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor(s) with respect to the motor car(s) or any other lot(s), their attribution, legal title, condition, value, or other characteristics.

16. Odometer Statement. The Consignor(s) agrees to provide a duly executed odometer statement on or before the first day of the auction and to accept sole responsibility for the accuracy or inaccuracy of such statement.

17. Reserve(s).

17.1 The reserve price(s) noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor(s). The reserve(s) may be lowered at any time by the Consignor(s), either verbally or in writing, but they may not be raised. The reserve(s) do not include commissions to RMS. RMS has the right to sell the motor car(s) or any other lot(s) at a price below the agreed verbal or written reserve(s) provided that the Consignor(s) receives the same net proceeds as the Consignor(s) would have received had the reserve(s) been met. If no reserve(s), indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

17.2 If RMS contributes to the hammer price to meet the reserve(s), the reserve(s) for the respective motor car(s) or any other lot(s) become the hammer price plus RMS' contribution for purposes of commissions.

18. Insurance. The Consignor(s) will be responsible for maintaining adequate property insurance on the motor car(s) or any other lot(s) at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the motor car(s) or any other lot(s), which in each case shall include insurance for damages to the motor car(s) or any other lot(s) and shall not be cancellable by the insurance company until after ownership and Title(s) have passed to the Buyer(s) and the Buyer(s) have taken possession of the motor car(s) or any other lot(s) from RMS. RMS does not maintain insurance with respect to the Consignor(s)' motor car(s) or any other lot(s), but RMS does carry Garage Keeper's Insurance to cover RMS employees' acts of gross negligence while the motor car(s) or any other lot(s) are in the care, custody, and control of RMS. With the exception of RMS' employees' acts of gross negligence, the Consignor(s) agrees that RMS and its respective affiliates and agents will not be responsible for, and the Consignor(s) releases RMS and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the motor car(s) or any other lot(s).

19. Withdrawn Motor Car(s) or Any Other Lot(s).

19.1 The Consignor(s) acknowledges that RMS has incurred and will incur significant costs preparing, advertising,

marketing, and promoting the motor car(s) or any other lot(s) for the auction.

19.2 If the Consignor(s) withdraws one or more of the motor car(s) or any other lot(s) from the auction after the signing of this agreement, the Consignor(s) will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under this agreement, had the motor car(s) or any other lot(s) met (i) their reserve(s), (ii) if offered without reserve(s) then the motor car(s) or any other lot(s) published low estimate(s), or (iii) if no published low estimate(s), then the motor car(s) or any other lot(s) fair market value as determined by RMS, by five PM (5:00 p.m.) of the next business day following the auction.

20. Legal Action.

20.1 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.

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

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

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

23. Anti-Freeze is the Responsibility of the Consignor(s).

23.1 As the Consignor(s)' motor car(s) or any other lot(s) could be shipped to a location where below freezing temperatures are a possibility, it is the Consignor(s)' responsibility to ensure that within the last six (6) months they have winterized their motor car(s) or any other lot(s) for shipping in freezing temperatures. Winterizing one or more of the motor car(s) or any other lot(s) means that the Consignor(s) has completely filled and properly mixed, at a minimum, negative twenty degrees Fahrenheit rated (-20°F) anti-freeze into their motor car(s) or any other lot(s) radiator(s).

23.2 If any damage occurs because the Consignor(s) did not properly winterize their motor car(s) or any other lot(s),

it will be the Consignor(s)' responsibility to cover the damages, and RMS may recap these damages from the Consignor(s)' settlement. If it is found that the Consignor(s) did not properly winterize their motor car(s) or any other lot(s), the associated costs with checking, filling, and disposing the anti-freeze will be recapped from the Consignor(s)' settlement; if the motor car(s) or any other lot(s) are not sold, the Consignor(s) must pay RMS before the Consignor(s) can re-take possession of their motor car(s) or any other lot(s). If already settled, the Consignor(s) must pay RMS directly.

24. Entire Agreement. This document contains the entire agreement between the parties and shall be binding upon them and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, this agreement shall not be modified, except in writing. Whenever used in this agreement, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

25. No Legal or Tax Advice. This agreement is an important legal document. The Consignor(s) acknowledges that the Consignor(s) has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RMS has not provided legal or tax advice or tax planning services to the Consignor(s) or for the Consignor(s)' benefit in connection with the transactions contemplated by this agreement, and no one at RMS has acted as the Consignor(s)' attorney or tax advisor.

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

27. Photography, Videography, and Illustrations. All photographs, videography, and illustrations commissioned by RMS for the motor car(s) or any other lot(s) are the absolute property of RMS and RMS shall have the absolute right to use the photographs, videography, and illustrations as RMS deems fit.

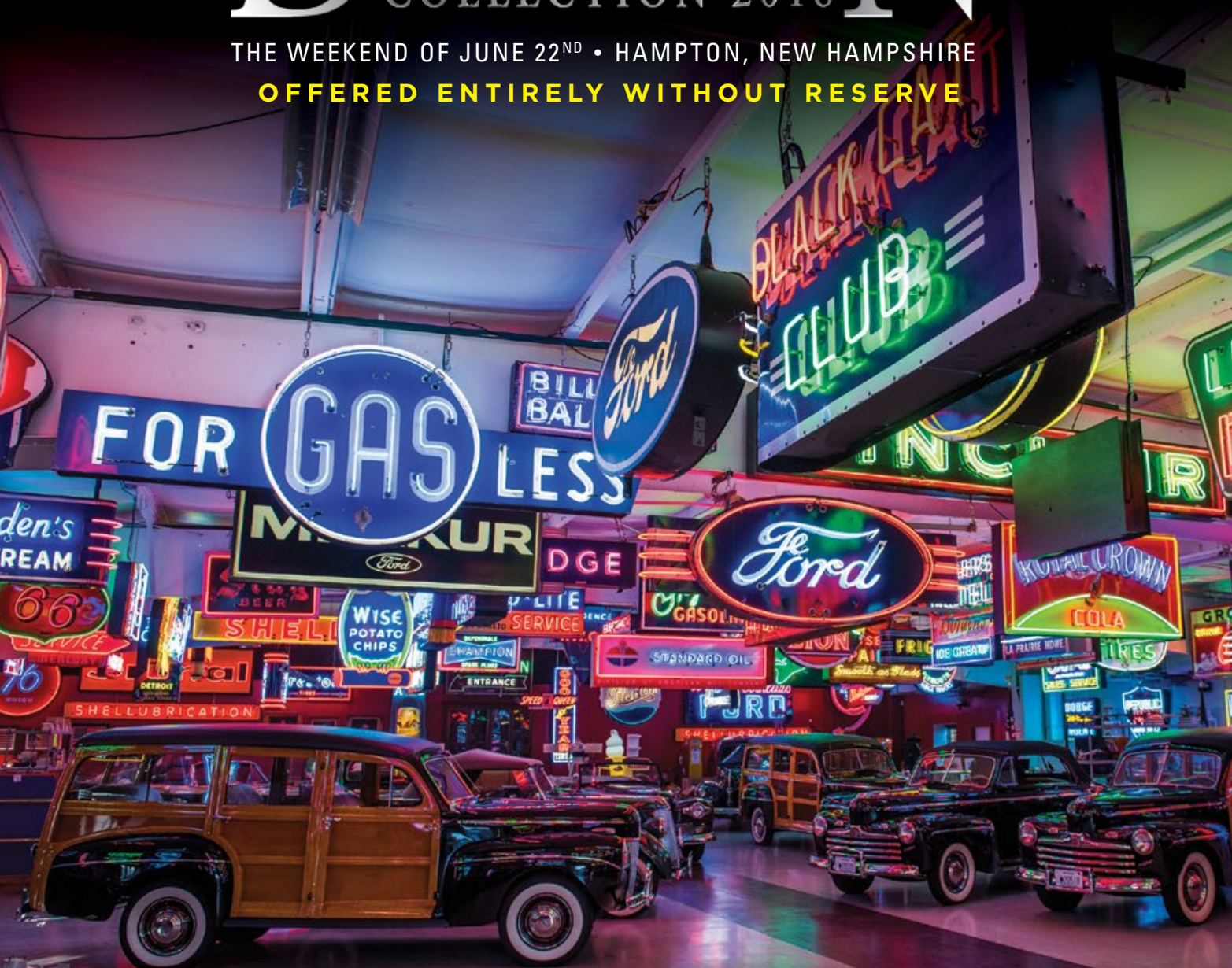
28. Vehicle Registration Number(s) (if applicable).

28.1 If the Consignor(s) wishes to sell the motor car(s) but retain the right to the registration number(s) of the motor car(s), it is the Consignor(s)' responsibility to notify RMS in writing.

28.2 It shall be the Consignor(s)' responsibility to take all necessary steps to ensure that the current motor car(s) registration number(s) is reserved and that a new number is allocated prior to the motor car(s) being sold at the auction, and if the Consignor(s) does not do so

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RMS shall not be responsible for any loss or damage whatsoever arising out of the sale of the motor car(s) or its registration number(s).

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

29. Motor Car(s) or Any Other Lot(s) Under Temporary Import.

29.1 A temporary import bond is used in all European sales. If a motor car(s) or any other lot(s) is brought into Europe from a country outside of Europe, the motor car(s) or any other lot(s) must be placed on either RMS'

bond in the United Kingdom or one of RMS' nominated custom agencies for Paris, Monaco or Italy. Fees and charges vary from sale to sale, and for some countries this is also determined by the value of the motor car(s) or any other lot(s).

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

29.3 If the motor car(s) or any other lot(s) does not sell at auction, the motor car(s) or any other lot(s) must be re-exported to the country of origin, transferred to another temporary bond or alternatively the

Consignor(s) must pay any and all relevant taxes if the Consignor(s) would like the motor car(s) or any other lot(s) to remain in Europe. The motor car(s) or any other lot(s) cannot be released from RMS' care until an option is executed.

29.3.1 Should the Consignor(s) decide for the motor car(s) or any other lot(s) to remain in Europe when purchased, the Buyer(s) is responsible to pay any and all import fees for the motor car(s) or any other lot(s).

30. Translated Consignor(s)' Conditions of Business.

If there is a contradiction due to translation in our Consignor(s)' Conditions of Business, please note that the English version of RMS' Consignor(s)' Conditions of Business will supersede.

BIDDER(S)' CONDITIONS OF BUSINESS

1. Introduction.

1.1 Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car(s) or any other lot(s) at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") sale. Please note that the winning Bidder(s) becomes the Buyer(s) who is also bound by these Conditions of Business.

1.2 RMS' contractual relationship with the Bidder(s)' are governed by:

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

(clauses 1.2 to 1.2.4 together "Contractual Obligations")

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

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

2. **Services.** RMS agrees to act as an agent for the Bidder(s) and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RMS will have absolute discretion with regard to the motor car(s) and any other lot(s) or any RMS

auction as to (a) consulting any expert either before or after the sale, (b) researching the provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

3. **Registration Fee.** In order to register to bid onsite at auction, Bidder(s) must pay a €100,00 (EUR) bidder registration fee.

4. Bidding.

4.1 To bid at an RMS auction, a Bidder(s) must be at least 21 years of age.

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

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

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

Prospective Bidder(s) should also consult rmsothebys.com for the most up-to-date cataloguing of the motor car(s) or any other lot(s).

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

5. Purchase Price.

5.1 The Purchase Price shall consist of the following:

- 5.1.1 the Hammer Price of the motor car(s) or any other lot(s); and
- 5.1.2 the applicable Buyers' Premium.

(clauses 5.1 to 5.1.2 together "Purchase Price")

6. Buyers' Premium.

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

- 6.1.1 In the event of a final Hammer Price of €200,000,00 (EUR) and below on all motor car lot(s), RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).
- 6.1.2 In the event of a final Hammer Price above

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€200,000,00 (EUR) on all motor car lot(s), RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first €200,000,00 (EUR), and receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000,00 (EUR).

- 6.1.3 Buyer(s) of all non-motor car lot(s), including but not limited to memorabilia, motorcycle(s), boat(s), trailer(s), jewellery, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of that particular lot(s).

7. Tax.

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

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

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

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

8. **No Legal or Tax Advice.** This agreement is an important legal document. The Bidder(s) acknowledges that the Bidder(s) has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RMS has not provided legal or tax advice or tax planning services to the Bidder(s) or for the Bidder(s)' benefit in connection with the transactions contemplated by this agreement, and no one at RMS has acted as the Bidder(s)' attorney

or tax advisor. It is the Bidder(s)' responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of motor car(s) or any other lot(s) at an RMS auction.

9. Payment.

- 9.1 Subject to fulfilment of the Contractual Obligations, on the fall of the auctioneer's hammer or equivalent device or mechanism ("**Hammer Price**"), the contract between the Consignor(s) and the Bidder(s) is concluded and payment is due in full on or before 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RMS.

- 9.2 All payments must be in the form of wire transfer unless other arrangements have been approved in advance.

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

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

10. **All Sales are "As Is" and "Where Is."** The Bidder(s) is responsible for inspections and verification of the condition, authenticity, and completeness of any motor car(s) or any other lot(s) purchased. No warranties or representations of any type whatsoever are made by RMS. Statements printed in catalogues, online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by auctioneers or auction staff, are representations made by the Consignor(s), and RMS has no obligation to verify or authenticate any such claims or representations. Except as herein provided, all motor car(s) or any other lot(s) are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNOR(S) AND RMS DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL;

OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR(S) OR ANY OTHER LOT(S) OR COMPONENT OF ANY MOTOR CAR(S) OR ANY OTHER LOT(S), AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

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

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

13. Cancellation/Rescission of Auction.

- 13.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder(s) for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

- 13.1.1 Force Majeure events including, but not limited to:

13.1.1.1 Natural disaster, which despite reasonable efforts, restricts RMS from holding the auction;

13.1.1.2 Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RMS from holding the auction; and

13.1.1.3 Terrorist event, which despite reasonable efforts, restricts RMS from holding the auction.

- 13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.

14. Cancellation/Rescission of Motor Car(s) or Any Other Lot(s).

- 14.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of the motor car(s) or any other lot(s) and will not be liable to the Bidder(s) for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

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- 14.1.1 RMS opines that the motor car(s) or any other lot(s) have been intentionally and materially misrepresented by the Consignor(s) or the Bidder(s);
- 14.1.2 RMS opines that physical damage to the motor car(s) or any other lot(s), which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;
- 14.1.3 RMS is served with a lawsuit from a third party in relation to the motor car(s) or any other lot(s);
- 14.1.4 RMS faces significant reputational damages which would cause monetary damages for selling the motor car(s) or any other lot(s);
- 14.1.5 Material issues regarding Title(s), registration(s), or transfer of ownership that cannot be reasonably cured;
- 14.1.6 Material issues regarding the provenance, merchantability, or authenticity of the motor car(s) or any other lot(s) that cannot be reasonably cured; or
- 14.1.7 If there are legitimate claims, accusations, notices, or similar communications made by the Buyer(s) in regard to their purchase of a motor car(s) or any other lot(s) not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RMS has the right to retain the Buyer(s)' funds on account and be the arbitrator as to the merit of the Buyer(s)' claims and to cancel the sale of the motor car(s) or any other lot(s) and reimburse the payment to the Buyer(s) if RMS deems the Buyer(s)' claims to be valid.
- 15. Online Services are "As Is" and "As Available."**
- 15.1 Bidder(s) may be able to bid via websites, telephone services, applications, and tools (collectively "Services").
- 15.2 RMS tries to keep the Services safe, secure, and functioning properly, but RMS cannot guarantee the continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RMS' control.
- 15.3 Bidder(s) agree that they are making use of the Services at their own risk and that they are being provided to Bidder(s) on an "AS IS" and "AS AVAILABLE" basis. Accordingly, to the extent permitted by applicable law, RMS excludes all expressed or implied warranties, terms, and conditions, including but not limited to implied warranties of merchantability, fitness for a particular purpose, and non-infringement.
- 16. Currency Display.** RMS may use a currency display in the saleroom for informational purposes only. The currencies listed on the currency converter are not real-time conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the currency converter. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.
- 17. Bank Letter.** Please note that in order to register to bid at an RMS sale, RMS requires that all Bidder(s) provide a Bank Letter. All Bank Letters must be written on bank letterhead. Please note that RMS may waive this requirement at its sole discretion.
- 18. Credit Card Hold and Pre-authorization.** Please note that in order to register to bid at an RMS sale, RMS requires a €5,000.00 (EUR) hold and pre-authorization to be placed on the Bidder(s)' credit card. If the Bidder(s) fails to pay for a motor car(s) or any other lot(s) purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder(s) acknowledges that their credit card will be charged €5,000.00 (EUR) for the missed payment; please note that the Bidder(s) is still bound to pay their remaining balance. The €5,000.00 (EUR) hold will not be charged to their credit card if the Bidder(s) makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder(s) does not purchase a motor car(s) or any other lot(s), their credit card will not be charged. If their credit card is not to be charged, the €5,000.00 (EUR) hold should fall off their credit card within ten (10) business days depending on their credit card company. Please note that RMS may waive this requirement at its sole discretion.
- 19. Removal of Purchased Motor Car(s) or Any Other Lot(s).**
- 19.1 All purchased motor car(s), including motorcycle(s), boat(s), and trailer(s), will be removed from the auction site by five PM (5:00 p.m. EST) on Sunday, 13 May 2018, in the jurisdiction where the auction was held ("**Removal Deadline**").
- 19.2 The Buyer(s) will be charged a €450.00 (EUR) removal fee plus VAT per motor car(s) and a daily storage fee of €40.00 (EUR) plus VAT per motor car(s) until the motor car(s), including motorcycle(s), boat(s), and trailer(s), is removed.
- 19.2.1 Specifically if a boat lot(s) is not removed by the Removal Deadline, RMS will remove the boat lot(s), and the Consignor(s) is required to pay RMS a removal fee plus VAT per boat lot(s) and a daily storage fee plus VAT per boat lot(s). The removal fee and daily storage fee for the boat lot(s) will be determined based on the size of the boat lot(s) and therefore cannot be confirmed until the boat lot(s) is consigned. Please note that RMS will utilize Monaco Boat Services for the removal of any boat lot(s).
- 19.3 For the collection of any non-motor car lot(s), including but not limited to memorabilia, jewellery, and clothing, from the auction site, once the Buyer(s) has made payment by the Payment Deadline, a direct shipping company will contact the Buyer(s). Please note that a reasonable memorabilia removal and storage fee will apply.
- 19.4 Please note that the Buyer(s) is required to insure their motor car(s) or any other lot(s) while it is being stored on their behalf.
- 20. Legal Action.**
- 20.1 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.
- 20.2 The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue whether arising out of or in connection with these Conditions or otherwise (including non-contractual claims). In the case of a dispute which is the subject of a claim by RMS, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer(s) and Consignor(s) agree that it will not institute proceedings in the courts of the country other than England and Wales.
- 21. Packing and Shipping.** RMS is not responsible for the acts or omissions in our packing or shipping of purchased motor car(s) or any other lot(s) or of other carriers or packers of purchased motor car(s) or any other lot(s), whether or not recommended by RMS. Packing and handling of purchased motor car(s) or any other lot(s) is at the entire risk of the Buyer(s).
- 22. Data Protection.** RMS will use information provided by our client(s) (or which RMS otherwise obtains relating to our client(s)) for the provision of auction and other related services, loan services, client administration, marketing, and otherwise to manage and operate our businesses, or as required by law. This will include information such as the client(s)' name and contact details, proof of identity, financial information, records of the client(s)' transactions, and preferences. Some gathering of information about our client(s) will take place using technical means to identify their preferences in order to provide a higher quality of service to them. RMS may also disclose the client information to other Sotheby's or RM Sotheby's Companies and/or third parties acting on their behalf to provide services for these purposes.
- 23. Money Laundering.** The Bidder(s) agrees to provide all information and assistance reasonably requested by RMS to comply with RMS' internal Anti-Money Laundering process and to comply with any and all Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.
- 24. Motor Car(s) or Any Other Lot(s) Under Temporary Import.**
- 24.1 A temporary import bond is used in all EU sales. If a motor car(s) or any other lot(s) is brought into the EU from a country outside of the EU, the motor car(s) or any other lot(s) must be placed on either RMS' bond in the United Kingdom or one of RMS' nominated custom agencies for Paris, Monaco or Italy. Fees and charges vary from sale to sale, and for some countries this is also determined by the value of the motor car(s) or any other lot(s).
- 24.2 Motor car(s) or any other lot(s) subject to temporary importation restrictions cannot be discharged from RMS' custody without the completion of customs procedures and until full payment has been received. Customs charges will be levied appropriately depending on each individual scenario and will be payable directly to the relevant authorities, which RMS will provide the details of as and when necessary.
- 24.3 Should the Buyer(s) decide for the motor car(s) or any other lot(s) to remain in the EU when purchased, the Buyer(s) is responsible to pay any and all import fees for the motor car(s) or any other lot(s).
- 25. Translated Bidder(s)' Conditions of Business.** If there is a contradiction due to translation in our Bidder(s)' Conditions of Business, please note that the English version of RMS' Bidder(s)' Conditions of Business will supersede.

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INDEX

YEAR/MAKE/MODEL	LOT	YEAR/MAKE/MODEL	LOT
1933 Alfa Romeo 6C 1900 Gran Turismo Spider <i>in the Style of Touring</i>	147	1998 Dodge Viper GT2.....	197
1959 Alfa Romeo Giulietta Sprint Speciale 'Muso Basso' <i>by Bertone</i>	166	1950 Ferrari 195 Inter Coupé <i>by Ghia</i>	146
1965 Alfa Romeo Giulia Sprint Speciale <i>by Bertone</i>	198	1957 Ferrari 250 GT Berlinetta Competizione 'Tour de France' <i>by Scaglietti</i>	167
2008 Alfa Romeo 8C Competizione.....	130	1957 Ferrari 250 GT Coupé <i>by Pinin Farina</i>	176
2010 Alfa Romeo 8C Spider.....	185	1957 Ferrari 250 GT Coupé <i>by Boano</i>	173
1955 Aston Martin DB2/4 Mk II Drophead Coupé.....	143	1962 Ferrari 250 GT Cabriolet Series II <i>by Pininfarina</i>	136
1962 Aston Martin DB4 Series IV.....	194	1966 Ferrari 275 GTB <i>by Scaglietti</i>	160
1972 Aston Martin V8 Saloon.....	170	1967 Ferrari 330 GTC <i>by Pininfarina</i>	154
1988 Aston Martin V8 Volante.....	119	1970 Ferrari 365 GTB/4 Daytona Berlinetta <i>by Scaglietti</i>	116
1967 Austin Mini Moke.....	132	1971 Ferrari Dino 246 GT <i>by Scaglietti</i>	151
1954 Austin-Healey 100 'Special Test' Recreation.....	137	1974 Ferrari 365 GT4 BB.....	121
1956 Austin-Healey 100 M 'Le Mans'.....	192	1974 Ferrari Dino 246 GTS <i>by Scaglietti</i>	174
1992 Benetton B192 Formula 1.....	153	1978 Ferrari 308 GTS.....	150
1964 Bentley S3 Continental Drophead Coupé <i>by Mulliner Park Ward</i>	200	1984 Ferrari 512 BBi.....	125
1975 BMW 3.0 CSL 'Batmobile'.....	155	1993 Ferrari Conciso Concept <i>by Michalak</i>	127
1983 BMW 635 CSi Group A.....	183	1995 Ferrari 456 GT.....	188
2001 BMW Z8.....	190	1995 Ferrari F512 M.....	186
2011 BMW M3 GTS.....	178	2001 Ferrari 360 Challenge.....	195
2015 Bugatti Veyron 16.4 Grand Sport Vitesse.....	148	2003 Ferrari 360 Challenge Stradale.....	149
1960 Chevrolet Corvette.....	114	2006 Ferrari 575 Superamerica.....	158
1947 Chrysler Town and Country Convertible.....	193	2006 Ferrari F430 GTC.....	138
1969 Citroën DS 21 Cabriolet Usine <i>by Chapron</i>	177	2007 Ferrari F430 Challenge.....	172
1984 De Tomaso Pantera GT5.....	117	2008 Ferrari 430 Scuderia.....	123
		2011 Ferrari 599 GTO.....	165
		2015 Ferrari Sergio <i>by Pininfarina</i>	145
		2017 Ferrari California T 70th Anniversary.....	156



YEAR/MAKE/MODEL	LOT
1935 Fiat 508 CS 'Balilla' Berlinetta Aerodinamica	120
1954 Fiat 8V Coupé <i>by Vignale</i>	152
1959 Fiat 500 N	131
1949 Fiat-Gilco 1100 Zagato	201
1966 Ford Mustang 289 Coupé FIA	199
1955 Jaguar XK 140 SE Fixed Head Coupé	122
1960 Jaguar XK 150 3.8 Roadster	182
1962 Jaguar E-Type Series 1 3.8-Litre Roadster	133
1999 Jordan 199 Formula 1	168
1999 Lamborghini Diablo GT	163
2018 Lamborghini Huracán RWD Coupé	161
1934 Lancia Augusta Coupé	179
1952 Lancia Aurelia B20 GT Coupé Series II <i>by Pinin Farina</i>	128
1955 Lancia Aurelia B24S Spider America <i>by Pinin Farina</i>	181
1992 Lancia Delta HF Integrale Evoluzione 'Verde York'	115
1965 Maserati Mistral 3.7 Coupé	124
1954 Mercedes-Benz 220 Cabriolet A	135
1959 MG MGA Twin-Cam	129
1990 Mitsubishi Galant VR-4 Group A	171
1955 Moretti 750 Gran Sport Barchetta	118
1955 Porsche 356 1500 Coupé <i>by Reutter</i>	162
1955 Porsche 356 A Carrera GS 'Sunroof' Coupé <i>by Reutter</i>	144
1965 Porsche 911	157
1969 Porsche 911 S 2.2 Coupé Prototype	142
1972 Porsche 914/6 FIA	169
1973 Porsche 911 Carrera RS 2.7 Lightweight	141
1981 Porsche 924 GTR	189

YEAR/MAKE/MODEL	LOT
1987 Porsche 911 Turbo 'Group B'	140
1987 Porsche 959 Komfort	164
1991 Porsche RUF RCT Evo	187
1994 Porsche RUF 911 Carrera Cabriolet	175
2001 Porsche 911 Turbo	139
2011 Porsche 911 Speedster	191
2014 Porsche 911 Carrera S Martini Racing Edition	126
1961 Riva Florida "Divertente"	134
1992 Rolls-Royce Silver Spur II Touring Limousine	196
2012 RUF Rt 35 Anniversary	180
2018 RUF CTR3 Clubsport	159
1937 SS 100 Jaguar 2½-Litre Roadster	184

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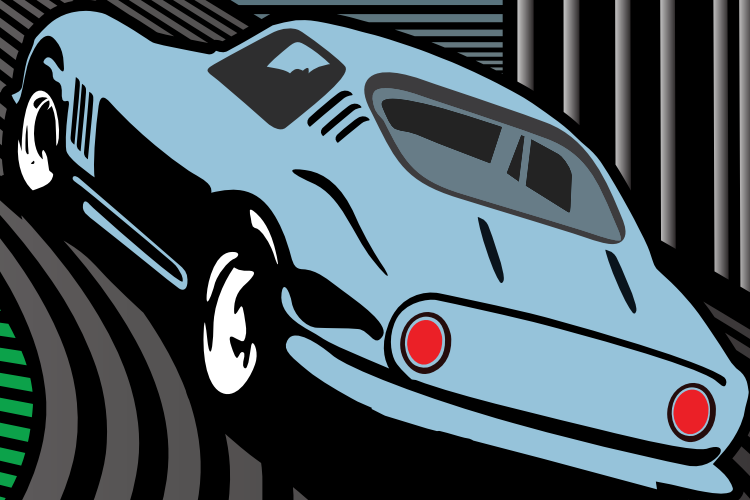
LOT

"Le Mans" Racing Suit and Helmet Worn by Steve McQueen	105
Ayrton Senna Formula 1 Racing Suit, 1987	104
Bugatti Type 52 Recreation <i>by Winkler</i>	110
Ferrari 250 Tool Kit	103
Ferrari 275 Tool Kit	102
Ferrari 458 Italia Engine with Stand	106
Ferrari F2007 Engine Cover	113
Ford GT40 Children's Car	109
Girard-Perregaux, Ecurie Francorchamps Stainless Steel Chronograph Wristwatch	101
Jaguar E-Type Children's Car	111
Lotus Elan Children's Car <i>by Violetta</i>	112
The Official Ferrari Opus, Diamante Edition	108
Tribute to Schumacher – Ferrari 248 F1 by Terry Lawrie, 2014	107









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