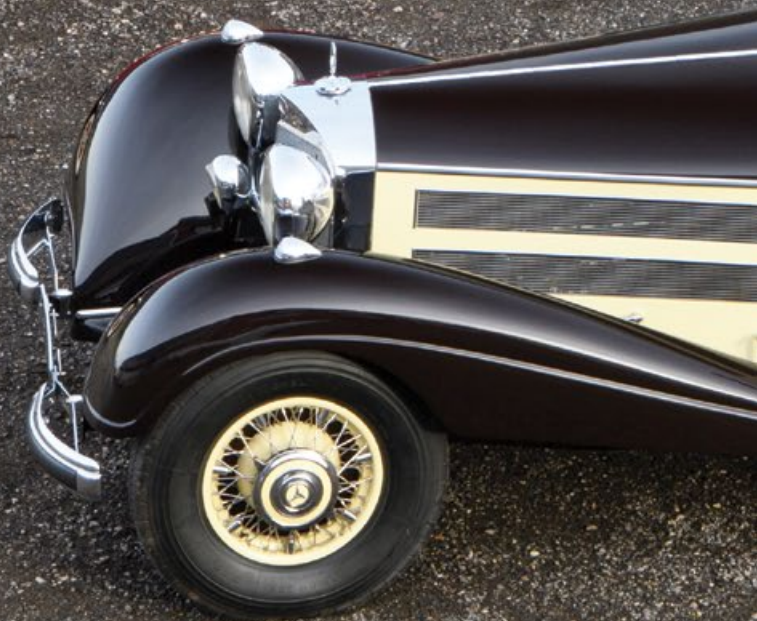


ESSEN 11-12 APRIL 2019
INAUGURAL AUTOMOBILE AUCTION



Sotheby's



Offered from a Private Swiss Collection
(Clockwise from left)

Lot 131: 1930 Avoins Voisin C23 Conduite Intérieure

Lot 132: 1955 Mercedes-Benz 300 Sc Coupé

Lot 133: 1932 Mercedes-Benz 370 S Mannheim Sport Cabriolet, Coachwork by Sindelfingen

Lot 134: 1937 Mercedes-Benz 540K Cabriolet A, Coachwork by Sindelfingen

Lot 130: 1948 Talbot-Lago T26 Record Cabriolet d'Usine





Lot 300
2018 Italdesign Zerouno

Sale produced by RM Auctions Ltd. d.b.a. RM Sotheby's | 39-42 New Bond Street | London W1S 2SQ | United Kingdom



Sotheby's

ESSEN

Thursday | 11 April 2019 | 14.00 – 17.00
Friday | 12 April 2019 | 11.00 – 18.00

Donnerstag | 11. April 2019 | 14.00 – 17.00 Uhr
Freitag | 12. April 2019 | 11.00 – 18.00 Uhr

LOCATION

Messe Essen
Norbertstraße 2
45131 Essen
Germany

ORT

Messe Essen
Norbertstraße 2
45131 Essen
Deutschland

ADMISSION

Admission is open to the general public during preview hours only. Admission to the auction on Thursday, 11 April, and Friday, 12 April, is for registered bidders, consignors, and qualified media only.

EINTRITT

Der Öffentlichkeit ist der Zutritt nur während der öffentlichen Vorschau gestattet. Während der Auktion am Donnerstag, den 11. April und Freitag, den 12. April, ist der Zutritt nur registrierten Bietern, Einlieferern und registrierten Medienvertretern gestattet.

BIDDER REGISTRATION – €50

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

BIETERREGISTRIERUNG – €50

Die Bieterregistrierung enthält auch einen offiziellen Auktionskatalog sowie Zutritt zur Auktion für einen Bieter und einen Gast.

PUBLIC PREVIEW

Wednesday | 10 April 2019 | 14.00 – 20.00
Thursday | 11 April 2019 | 9.00 – 14.00
Friday | 12 April 2019 | 9.00 – 11.00

ÖFFENTLICHE VORSCHAU

Mittwoch | 10. April 2019 | 14.00 – 20.00 Uhr
Donnerstag | 11. April 2019 | 9.00 – 14.00 Uhr
Freitag | 12. April 2019 | 9.00 – 11.00 Uhr

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CLIENT SERVICE

KUNDENSERVICE

BIDDER REGISTRATION

Bidding Requirements:

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

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

BIETERREGISTRIERUNG

Bieteranforderungen:

- Identifikation mittels Personalausweis/Reisepass oder Führerschein
- Kreditkarte
- Bankbrief (Informationen über zugelassene Formate finden Sie auf rmsothebys.com/registration)
- Händlerlizenz (bei Anmeldung als Händler)

Es gibt viele Möglichkeiten, ein Gebot abzugeben, darunter:

ONSITE AND ADVANCED REGISTRATION

Clients wishing to attend the sale can register on the preview and auction days by visiting the Registration Desk. You will be expected to present all listed bidding requirements and pay the €50 registration fee. Should you prefer, you may register in advance to avoid onsite queues. To do this, please visit rmsothebys.com/registration or contact Client Service at +44 (0) 20 7851 7070 or 0800 000 7203.

TELEPHONE REGISTRATION

If you are unable to attend the sale, we offer telephone-bidding services free of charge. An RM Sotheby's representative will call you at the phone numbers you provided approximately three to five lots before the lot of interest comes up for sale. They will then act as your liaison to the live bidding environment and place bids on your behalf, per your instruction. To register for phone bidding, please visit rmsothebys.com/registration or contact Client Service at +44 (0) 20 7851 7070 or 0800 000 7203.



REGISTRIERUNG VORAB ODER VOR ORT

Kunden, welche die Auktion besuchen möchten, können sich während der Vorschau- und der Auktionstage direkt in unserem Registrierungsbüro vor Ort anmelden, wo alle notwendigen Dokumente vorzulegen sind und die Registrierungsgebühr von €50 zu entrichten ist. Wer möchte, kann sich auch vorab anmelden und so mögliche Warteschlangen vor Ort umgehen. Hierzu besuchen Sie bitte rmsothebys.com/registration oder setzen Sie sich mit unserem Kundenservice unter +44 (0) 20 7851 7070 oder 0800 000 7203 in Verbindung.



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Wenn Sie nicht persönlich an der Auktion teilnehmen könnten, steht Ihnen unser kostenfreier Telefonbieterservice zur Verfügung. Mitarbeiter von RM Sotheby's rufen Sie unter der von Ihnen angegebenen Rufnummer drei bis fünf Lose vor dem Los an, das Sie interessiert, und treten dann als Ihre Verbindungsperson zur Auktion im Raum auf. Auf Ihre Anweisung hin wird der entsprechende Mitarbeiter dann die von Ihnen autorisierten Gebote abgeben. Um sich für den Telefonbieterservice anzumelden, gehen Sie bitte zu rmsothebys.com/registration oder setzen Sie sich mit unserem Kundenservice unter +44 (0) 20 7851 7070 oder 0800 000 7203 in Verbindung.



CLIENT SERVICE

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

KUNDENSERVICE

RM Sotheby's weltweit angesehenes Supportteam ist stolz darauf, unseren Kunden den bestmöglichen Service zu bieten. Wenn Sie sich registrieren oder einen Katalog bestellen möchten, oder wenn Sie Fragen haben über Ablauf, Verschiffung, Anmeldung oder Allgemeines, steht Ihnen unser Team jederzeit zur Verfügung.

ABSENTEE REGISTRATION



Alternatively, you may prefer to leave a maximum bid with us in advance of the sale; this is known as an Absentee Bid. An RM Sotheby's representative will then represent this bid in the live auction room, bidding up to your maximum until you have either won the lot or your bid has been surpassed. To register as an absentee bidder, please visit our website at rmsothebys.com/registration or contact Client Service at +44 (0) 20 7851 7070 or 0800 000 7203.

REGISTRIERUNG ALS ABWESENDER BIETER

Alternativ können Sie auch vor der Auktion ein Höchstgebot bei uns hinterlassen, was im Fachjargon Absentee Bid, also Gebot in Abwesenheit, heißt. Ein Mitarbeiter von RM Sotheby's wird dann für Sie im Auktionsraum die Gebote bis zu Ihrem Höchstgebot abgeben bis Sie entweder der höchste Bieter sind oder überboten wurden. Um sich als Abwesender Bieter registrieren zu lassen gehen Sie bitte zu rmsothebys.com/registration oder setzen Sie sich mit unserem Kundenservice unter +44 (0) 20 7851 7070 oder 0800 000 7203 in Verbindung.

INTERNET REGISTRATION



Unlike in other online auctions, you can bid in real time during the live auction. The online bidding application will launch when the auction is scheduled to begin. Clients looking to bid over the Internet are urged to register in advance, as they will be required to create an account (username and password) prior to choosing the auction for which they wish to register. Please visit rmsothebys.com/registration and click on "Internet" to create your account and register for the sale.

ANMELDUNG ÜBER DAS INTERNET

Anders als bei anderen Onlineauktionen, können Sie während der Live-Auktion in Echtzeit Gebote abgeben. Die Onlinebieter-App öffnet sich kurz bevor die Auktion beginnt. Kunden, die über das Internet mitbieten wollen, werden dringen gebeten, sich vorab anzumelden, da sie einen Account mit Username und Passwort einrichten vor der Auktion einrichten müssen, auf der sie mitbieten wollen. Bitte gehen Sie zu rmsothebys.com/registration und klicken Sie auf „Internet“, um ihren Account zu erstellen und sich so für die Auktion zu registrieren.

VAT, IMPORT DUTIES, AND TAXES

The Essen auction is an international event, and consequently, lots are offered that have originated in many different countries and jurisdictions. As a bidder, it is your responsibility to be aware of the relevant taxes and duties due and payable, as well as import regulations that may apply to your purchase. These depend on several factors, including your status as a person or a corporation, your residency, and the particulars of the vehicle.

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

LEGEND LEGENDE

IMPORT DUTY Ω IMPORTABGABEN

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

Bei Einwohnern der Vereinigten Staaten wird beim Kauf dieses Loses 2,5% Einfuhrabgabe erhoben.

MINIMUM PRICE GUARANTEED FOR CONSIGNOR Δ GARANTIERTER MINDESTPREIS FÜR DEN EINLIEFERER

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

Dem einliefernden Besitzer eines Loses mit diesem Symbol wurde ein Mindestpreis garantiert. Diese Garantie kann von RM Sotheby's („RMS“) ausgesprochen worden sein oder von RMS gemeinsam mit Dritten. RMS und dritte Personen, die solch eine Garantie gemeinsam mit RMS aussprechen, können u.U. davon profitieren, wenn ein Verkauf zustandekommt, oder einen Verlust erleiden, wenn er nicht zustandekommt. In manchen Fällen kann ein Beteiligter RMS gegenüber ein unwiderrufliches Gebot für ein garantiertes Los abgeben, das dann während der Auktion ausgeführt wird. In solchen Fällen erhält der unwiderrufliche Bieter eine Kostenerstattung basierend auf der Zuschlagssumme, sollten er oder sie nicht der erfolgreiche Bieter sein.

NO INTERNET BIDDING † KEINE GEBOTE IM INTERNET

Please note that Internet bidding is not available for this lot. Interested parties that are unable to attend the sale may register to bid by telephone or place a commission bid online at rmsothebys.com.

Ein solches Symbol zeigt an, dass für dieses Los keine Gebote aus dem Internet angenommen werden. Interessierte Parteien, die nicht vor Ort sein können, können sich für die Gebotsabgabe am Telefon registrieren lassen oder online über rmsothebys.com ein Kommissionsgebot abgeben.

NO INTERNET BIDDING AND ADVANCE REGISTRATION REQUIRED † KEINE GEBOTE IM INTERNET SOWIE VORHERIGE REGISTRIERUNG ERFORDERLICH

This particular lot is available only to specially credentialed bidders who have registered their interest with RM Sotheby's ("RMS") in advance of the auction. Please also note that Internet bidding is not available for this lot. Credentialed bidders that are unable to attend the sale may register to bid by telephone or place a commission bid online at rmsothebys.com. Please contact Client Service at clientservices@rmsothebys.com for further information.

Dieses bestimmte Los steht nur zugelassenen Bietern offen, die ihr Interesse vorab bei RM Sotheby's („RMS“) registriert haben. Bitte beachten Sie ferner, dass Gebote aus dem Internet für dieses Los nicht zugelassen sind. Zugelassene Bieter, die nicht vor Ort sein können, können sich für die Gebotsabgabe am Telefon registrieren lassen oder online über rmsothebys.com ein Kommissionsgebot abgeben. Bitte setzen Sie sich mit unserem Kundenservice unter clientservices@rmsothebys.com in Verbindung.

MWST, EINFUHRABGABEN UND STEUERN

Die Auktion in Essen ist ein internationales Event, und so stammen die angebotenen Lose aus einer Reihe verschiedener Länder mit unterschiedlicher Gerichtsbarkeit. Sie als Bieter sind dazu verpflichtet, sich über die anfallenden Steuern und Abgaben sowie Importbeschränkungen zu informieren, die bei Ihrem Kauf anfallen. Diese hängen von einer Reihe von Faktoren ab, darunter Ihrem Status als Person oder Unternehmen, Ihrem Wohnort und den Besonderheiten des Fahrzeugs.

Um Ihnen bei diesem Prozess behilflich zu sein, enthält die Beschreibung zu jedem einzelnen Los in diesem Katalog Informationen über den Steuerstatus sowie Zulassungs- oder Besitzstands Dokumente, die zu diesem Los gehören. Potenziellen Käufern wird sehr stark angeraten, diese Papiere persönlich durchzusehen, um sich ein Bild davon zu machen, welche Papiere mit dem Fahrzeug geliefert werden. Bitte besuchen Sie das Auktionsbüro vor Ort oder sprechen Sie mit einem Vertreter von RM Sotheby's, wenn Sie weitere Informationen benötigen.

LEGEND LEGENDE

OWNERSHIP INTEREST

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

ANTEILSBESITZ

Dieses Symbol zeigt an, wenn RM Sotheby's („RMS“) über einen Anteilsbesitz an diesem Los in Teilen oder im Ganzen verfügt.

TEMPORARY IMPORT

Please note this lot has entered the EU on a temporary import bond, which must be cancelled either by exporting the lot outside of the EU on an approved Bill of Lading with supporting customs documentation or by paying the applicable VAT and import duties to have the lot remain in the EU.

TEMPORÄRE EINFUHR

Dieses Los ist zur temporären Verwendung in die EU eingeführt worden. Diese muss aufgehoben werden entweder durch einen Export des Loses nach außerhalb der EU, nachgewiesen durch einen anerkannten Frachtbrief mit einhergehender Zolldokumentation, oder durch die Zahlung anfallender Mehrwertsteuer und Einfuhrabgaben zum Zwecke des Verbleibs des Loses in der EU.

VAT APPLICABLE

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

ANFALLENDE MWST

Bei diesem Los fällt Mehrwertsteuer auf den kompletten Kaufpreis (Zuschlagspreis plus Kommission) an.

VAT IMPLICATION

Lots listed with this symbol indicate that the motor car has either been driven for no more than 6,000 kilometres or is less than six (6) months of age from new. For this reason, the motor car can be considered 'as new' for VAT purposes in certain jurisdictions. Please be sure to contact your local tax authorities for confirmation prior to purchase.

AUSWIRKUNGEN AUF DIE MWST

Ein solches Symbol zeigt an, dass dieses Fahrzeug entweder weniger als 6.000 Kilometer gelaufen ist oder weniger als sechs Monate seit Herstellung alt ist. Aus diesem Grund könnte dieses Fahrzeug bei der Festlegung der Mehrwertsteuer in manchen Gerichtsbarkeiten als „neu“ gelten. Bitte informieren Sie sich bei den zuständigen Zollbehörden über den entsprechenden Status vor der Auktion.

ESSEN MAP



LEGEND

FG1 **FG2** Bargain Market, Techno-Classica Open-Air

FG3 **FG4**

8a **8b** Automotive Clubs

P1 Classic Car Parking

TRAVEL SERVICE AND HOTELS

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Welcome to an RM Sotheby's **AUCTION ROOM**

Auction Terms for Bidders, Buyers, and Auction Aficionado

AUCTION LOT

Each car crossing the auction block is given a lot number. Lots are sold in sequential order, typically starting with lot 101. If the auction is two days, lots on the second day will start at lot 201. At auction, we sell an average of 20-25 automobiles per hour.

BID DISPLAY

The bid display screen will show you which lot is currently being offered, along with the current bid price (in multiple currencies). If you find it difficult to follow the auctioneer, refer to the bid display screen as your reference.

AUCTIONEER

The auctioneer is the official conductor of the auction; the person who accepts bids and declares lots sold or not sold. The auctioneer will announce when the car has reached the point at which it may sell by telling the audience the car "will be sold."

COMMENTATOR

The commentator's job is to introduce each lot and give a short description of it prior to the auctioneer opening up the lot for bidding. Pay close attention, as the commentator will occasionally announce new information regarding the lot that supersedes information that may have been seen online or in the catalogue.

BID SPOTTER

Bid spotters act as assistants to the auctioneer by watching the audience for bids that the auctioneer may not see. Should you wish to bid, get a bid spotter's attention and they will help relay your bid to the auctioneer.

TELEPHONE DESK

The telephone desk is where RM Sotheby's representatives sit during the auction and relay telephone, Internet, and absentee bids for clients who are unable to attend the sale but still wish to bid.

PREVIEW (OR EXHIBITION)

A viewing of the lots held before the auction. Pre-auction viewings (sometimes called "exhibitions") are offered to the public at no charge (unless otherwise stated).

WITH RESERVE VS. WITHOUT RESERVE

Lots offered "without reserve" are sold to the highest bidder; lots offered "with reserve" must reach a minimum bid amount set by the seller in advance.

LOT TAG

A lot tag is posted on the window of each car at the sale. It lists the lot number and vehicle description, as well as any new information or addenda in the sale catalogue.

ADDENDUM

An addendum represents any amendments or additions to the catalogue description of the lot. If a lot requires an addendum, it can be found at the bottom of the description on that lot's page on our website, as well as printed on the lot tag and announced by the commentator. The addendum can be updated or revised up until the start of the auction.

HAMMER PRICE

The winning bid for a lot at auction. It is the price upon which the auctioneer's hammer falls, determining the sale price. It does not include the Buyers' Premium.

BUYERS' PREMIUM

An additional service charge for which the buyer is responsible. The Buyers' Premium is added to the price of the lot purchased.

SELLERS' COMMISSION

A commission paid by the consignor to RM Sotheby's for consigning and selling their car, which is then deducted from the hammer price.



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6 LANGUAGES SPOKEN

English, French, Italian, German, Dutch, Spanish

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Wir freuen uns, Sie persönlich und umfassend über unser Angebot zu beraten.



ail.de/sothebys

Für mehr Informationen: +49 (0) 89 649 060 410 | finance@ail.de

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TWIN SPARK FINANCE

in partnership with  Sotheby's



New UK specialist finance business to plug a gap in the collector car market

The global collector car market has gone from strength to strength over the last decade. The UK is considered to be amongst the most important of locations with some amazing collections together with world-leading dealerships. "There is a limited number of specialist lenders offering short-term loans secured by collector cars, with many of them focusing on loans with minimum terms of two years or more. Often, significant fees are charged should borrowers wish to repay early.

Mainstream banks, including leading private banks, tend not to offer dedicated collector car lending solutions, whether short or longer term. As a result, there is a shortage of providers of flexible short-term loans to collectors and established collector car dealerships."

Karsten Le Blanc
(Managing Director of Twin Spark Finance)

Twin Spark Finance was created in partnership with RM Sotheby's, the pre-eminent name in auctions for collector cars worldwide, to address this shortfall in the UK market. Twin Spark Finance is a direct lender rather than a broker and has the ability to lend amounts from £100,000 upwards to qualifying high net worth individuals and dealerships.

Its product offering includes flexible short-term loans on an interest-only basis and without early repayment penalties after the first three months of the loan. "As well as the flexible short-term financing, we have the ability to offer term loans of up to 2 years, which can be offered on an interest-only basis or can embed scheduled amortisations to suit clients' needs."

Nicholas Barton
(Sales Director of Twin Spark Finance)

For information:
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ESSEN

Thursday | 11 April 2019 | 14.00 – 17.00

Donnerstag | 11. April 2019 | 14.00 – 17.00 Uhr

LOTS 101-174



Lot 131

1930 Avions Voisin C23 Conduite Intérieure



| Sotheby's

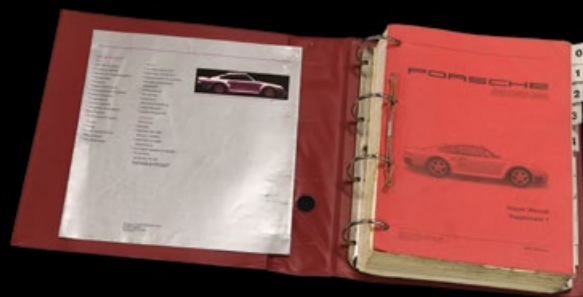


101 PORSCHE DEALERSHIP BANNER, C. 1950s

This Porsche dealership banner was made in the 1950s by Fahnen Herold and likely would have been hung at the factory, motor shows or dealerships around that time. It would be a wonderful decoration for any Porsche collection or showroom.

€700 – €900

OFFERED WITHOUT RESERVE



102 PORSCHE 959 WORKSHOP MANUAL AND SALES BROCHURE

This lot consists of a Porsche 959 factory workshop manual, printed in English in 1987. Additionally, it is accompanied by a Porsche 959 Sales Brochure printed in German, which was sourced from a Porsche dealership that has now closed.

€800 – €1.200

OFFERED WITHOUT RESERVE

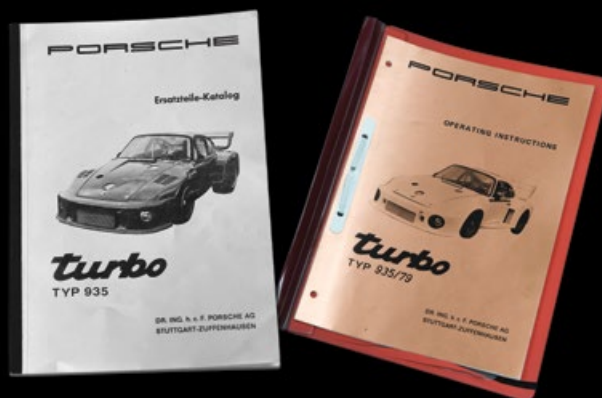


103 PORSCHE RS 60 SPYDER SPARE PARTS LIST

Printed in December of 1960, this rare Porsche RS 60 spare parts lists includes illustrations of body parts, engine, parts and instruments, amongst other useful and informative technical illustrations.

€800 – €1.200

OFFERED WITHOUT RESERVE



104 PORSCHE 935 OWNER'S MANUAL AND PARTS CATALOGUE

This lot consists of a Porsche 935 owner's manual and parts catalogue. Both were sourced from a former employee of Porsche in Stuttgart.

€1.200 – €1.400

OFFERED WITHOUT RESERVE



PORSCHE 910 OWNER'S MANUAL, PARTS LIST, AND BOOKLET 105

This lot includes a driver's manual, *Betriebsanleitung*, parts list and special tools booklet regarding the Porsche 910. All pages, foldouts and supplements are present, dated July 1967, and consist of more than 100 pages in total.

€1.500 – €2.000
OFFERED WITHOUT RESERVE



PORSCHE 911 CARRERA RS 2.7 SALES BROCHURE, 1973 106

This 1973 Porsche 911 Carrera RS 2.7 Sales Brochure also is accompanied by a rare original German-language supplement with rare Carrera side lettering. It is stamped on the second page by Dr Ing. Porsche KG, Stuttgart – Zuffenhausen.

€1.500 – €2.000
OFFERED WITHOUT RESERVE



PORSCHE 550 SPYDER OWNER'S MANUAL, ENGLISH 107

This exceptionally rare, English-language owner's manual for a Porsche 550 Spyder is a Type 550/1500 RS, and this edition was produced for 1954–1955. All 46 pages are present, including the foldout.

€1.500 – €2.000
OFFERED WITHOUT RESERVE



PORSCHE 904 CARRERA GTS OWNER'S MANUAL AND SALES BROCHURE 108

This is a rare pairing of a Porsche 904 Carrera GTS owner's manual and sales brochure. Both printed in German, they are presented in very original condition with all pages present. The owner's manual has a publishing date of December of 1963 while the sales brochure has a publishing date of April 1963.

€1.800 – €2.200
OFFERED WITHOUT RESERVE



109 MERCEDES-BENZ 300 SLR '722' CHILDREN'S CAR

CHASSIS NO. 3
ENGINE NO. 3

Modelled after the 1955 Mille Miglia-winning 300 SLR '722'

Hand built in the UK

Powered by a 43-cc petrol engine with centrifugal clutch and disc brake

Working lights, horn and brake

€15.000 – €20.000

OFFERED WITHOUT RESERVE



110 1959 PORSCHE-DIESEL JUNIOR 108

CHASSIS NO. K 1150 H
ENGINE NO. 1970 H

A beautiful example

Starts and runs perfectly

Essential to any serious Porsche collector

€20.000 – €30.000

OFFERED WITHOUT RESERVE

DOCUMENTS: BILL OF SALE

See page 7 for VAT status explanation.



111 1964 MERCEDES-BENZ 230 SL 'PAGODA'

CHASSIS NO. 113.042.10.001053

€35.000 – €55.000

OFFERED WITHOUT RESERVE

DOCUMENTS: FRENCH CERTIFICAT D'IMMATRICULATION

See page 7 for VAT status explanation.

A true 'Barn Find' example

Desirable manual transmission 230 SL

Complete with factory hard top

An intriguing restoration project



□ **1992 JAGUAR XJS V-12 CONVERTIBLE**

112

CHASSIS NO. SAJJNWDW4NP181461

Offered from the Youngtimer Collection
 U.S.-specification example,
 delivered new to California
 One of just 11 built for the 1992 model year

€15.000 – €20.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

*See page 7 for VAT status explanation.
 Please note that this lot's true VIN is SAJNW4843NC181461.*



□ **2001 DAIMLER SUPER V-8**

113

CHASSIS NO. SAJKA25N61MF38917

Offered from the Youngtimer Collection
 Lovely Black over Grey colour scheme
 Japanese-delivery example
 Among the final X308 Daimlers

€18.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



□ **1996 BENTLEY TURBO R**

114

CHASSIS NO. SCBZR15C2TCX57459

Offered from the Youngtimer Collection
 Delivered new to Japan
 Finished in Arctic White over St James Red
 One of only 112 examples built in LHD for 1996

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



□ **1979 ROLLS-ROYCE SILVER SHADOW II**

115

CHASSIS NO. SRK38930

Offered from the Youngtimer Collection
 Unique Willow Gold and Olive colour scheme
 U.S.-delivery example

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



116

 1989 BMW 750iL
CHASSIS NO. **WBAGC810003055241**

Offered from the Youngtimer Collection

Finished in Burgundrot Metallic
over black leather interiorBMW's LWB flagship model, fitted
with the desirable M70 V-12 engine**€15.000 – €20.000**

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A***See page 7 for VAT status explanation.*

117

 **1988 MERCEDES-BENZ
560 SEC CABRIOLET**
CHASSIS NO. **WDBCA45D2JA394026**

Offered from the Youngtimer Collection

Converted to cabriolet body style

€10.000 – €15.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A***See page 7 for VAT status explanation.*

118

 **1992 MERCEDES-BENZ
600 SEL**
CHASSIS NO. **WDBGA57E2NA065829**

Offered from the Youngtimer Collection

Delivered new to the U.S.

Retains its original service book

Less than 13,700 miles from new

€15.000 – €20.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A***See page 7 for VAT status explanation.*

119

 **1976 MERCEDES-BENZ
450 SLC**
CHASSIS NO. **107.024.12.026694**

Offered from the Youngtimer Collection

Previously resided in Portugal before
being exported to Switzerland

Attractive, practical sports coupé

€18.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A***See page 7 for VAT status explanation.*



□ **1971 STUTZ
DUPLEX SEDAN**

120

COACHWORK BY **PARDANE**
CHASSIS NO. **364856**

€135.000 – €150.000

DOCUMENTS: **U.S. TITLE**
See page 7 for VAT status explanation.

One of two known to be built and the only one with coachwork by Pardane

Intriguing ownership history and backstory

Largely original example with an exterior repaint done to high quality

Reliable Pontiac/General Motors powertrain

A victim of the Great Depression, Stutz unfortunately disappeared from the American automotive landscape in 1937. Three decades later, it returned thanks to an ambitious banker, James O'Donnell, and Virgil Exner, a former Chrysler design chief. Exner designed a series of modern interpretations of orphaned brands, including Mercer, Duesenberg, Pierce-Arrow, Packard and Stutz. With O'Donnell, Exner had the financial backing to put one of his concepts into production.

Their collaboration birthed the Stutz Blackhawk Coupé. Much like the earlier Dual-Ghia, a complete Pontiac Grand Prix bought at retail was shipped to Carrozzeria Pardane in Modena, Italy. The entire body was discarded along with interior and instruments, and a new body and interior were hand-fabricated, sharing nothing in common with the donor car. Twenty-five were built in the first series in 1971 with a shocking \$35,000 price tag.

For those seeking an even more exclusive experience, Exner created the opulent Duplex sedan, stretching the original Blackhawk design and fitting it on a Cadillac chassis to accommodate four doors and more interior room. Experts believe just two were built, with this example thought to be the only one constructed by Pardane. The I.D. tag displays its colour as maroon, and given that information, this car most likely belonged to George Norman Jr., of Salt Lake City, Utah. A millionaire financier and investor, Norman was also a Federal fugitive who disappeared on tax-related charges for some 23 years. Records show that officials seized several vehicles from him, including a Stutz Blackhawk Coupe and a '1971 four-door burgundy Stutz'; likely this car. It was sold to Florida and at some time painted white and fitted with wire wheels. Since then, it has been restored, painted black and reunited with rare Stutz-specific Kelsey-Hayes cast-alloy wheels.

The consignor notes that the finish is quite good with crisp lines and paintwork finished to a high standard. Door jambs are trimmed with stainless steel panels highlighted by Carrozzeria Pardane insignias. The blue leather interior piped in grey remains very nice, showing evidence of light use and minimal wear. Underhood resides a Pontiac 400-cid V-8 massaged by Stutz and backed by a GM Turbo-Hydramatic transmission. Detailing is excellent and the consignor notes it to be a fine-driving car with outstanding cosmetics. This unusual coachbuilt Italian-American hybrid is sure to turn heads, with rarity and style worthy of the legendary Stutz name.



121

1953 JAGUAR XK 120 ROADSTER

CHASSIS NO. **674011**
ENGINE NO. **W8646-8**

€160.000 – €220.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.

The modern looks of the XK 120 were matched by the engineering under its skin. Its sturdy box-section chassis featured torsion bar independent front suspension, and its live rear-axle rode on long semi-elliptical leaf springs. Brakes were Lockheed hydraulic drum units with twin leading shoes and a generous 12-in. diameter. The heart and soul of the car was a 3,442-cc, dual overhead-cam six that had begun life as a two-litre, four-cylinder design.

The XK 120 was unquestionably one of the finest sports cars of its day. Its chassis provided amazing handling and its engine delivered record-breaking top speed. Factory test driver Ron Sutton drove one to a speed of over 130 mph on a Belgian road, proving that its name was actually an understatement of the car's performance credentials, and it was definitely not a marketing exaggeration. Jaguar's 3.4-litre straight-six is perhaps one of the greatest engine designs of all time, and it would prove so successful that the company would retain its basic design for use in its road-going cars for nearly 40 years.

Fully restored, presented in excellent condition and in its original colours

Retains its original engine

Accompanied by a Jaguar Daimler Heritage Trust (JDHT) Certificate



As confirmed by its JDHT Certificate, this beautifully presented XK 120 Roadster was manufactured on 27 May 1953 and dispatched to its supplying dealer, Hoffman in New York, on 11 June 1953. Originally specified with a Black exterior, Red leather interior and a Black hood, today, this stunning XK 120 Roadster is presented in perfect condition, in the same colours as when it left the Jaguar factory. Boasting its original engine and superb presentation following its extensive restoration, this XK 120 Roadster wants for nothing. The Jaguar XK 120 remains eligible for the world's greatest historic motoring events, such as the Mille Miglia Storica, Le Mans Classic and Tour Auto, and this example would be ideal for any event its new owner wishes to participate in.



1956 MERCEDES-BENZ 220 S CABRIOLET

CHASSIS NO. 180.030.6505617
ENGINE NO. 180.924.8501221
BODY NO. 6500001

€125.000 – €150.000

DOCUMENTS: LUXEMBOURG CERTIFICAT
D'IMMATRICULATION

See page 7 for VAT status explanation.

First introduced in 1956, the Mercedes-Benz 220 S was perched atop the 220 model range and was the last of the 'Ponton' series Mercedes-Benzes. Featuring a unitized body/frame construction and a fully independent suspension, the 220 S provided the kind of motoring experience that Mercedes-Benz's demanding clients had come to expect of one of the most storied brands in automotive history, especially from the flagship 'S-Class' models.

The most desirable version of the 220 S was the cabriolet model. Built to exacting cosmetic and mechanical standards, a cabriolet cost 75% more than a comparable 220 S sedan, and it was easy to see why. The cabriolet could ferry its driver and three passengers down the motorway and allow them to soak up the sun in fantastic style. The automobile offered here is the very first 'Ponton' cabriolet ever built, bearing body no. 6500001. Pictured in the factory brochure, one of the car's unique feature is that it boasts a hard cover that protects the convertible top when the top is down, rather than the leather cover seen on later models.

The first Ponton cabriolet built, body no. 00001
Highly desirable Becker Mexico radio

122



Delivered new to its first owner, Mr Bernhard Mohr, on 4 August 1956, the car would remain with Mr Mohr for nearly two decades until his death in 1971. After several years in the Mohr family, the car was purchased by Mr Hans Wacht, who began a restoration. By the early '90s, with parts difficult to find, the car was still not finished and Mr Wacht sold the car to a restoration specialist in Beidweiler, Luxembourg. After two years of work, it was then sold again to a Mr Josephus Johannes Havermans, also of Luxembourg. It then found its way to another owner before being purchased by the consignor.

Presenting beautifully in colours that mirror the car on the original 220 S brochure, this is a highly uncommon car. Adding in the fact that it is the very first 'Ponton' cabriolet, this is a highly significant automobile suitable for inclusion in any of the world's finest collections.



123

2015 LAND ROVER DEFENDER SVX "SPECTRE"

CHASSIS NO. SALLDHSP8FA462376
ENGINE NO. DT224

€175.000 – €225.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **PROOF OF EC TAXES PAID**
See page 7 for VAT status explanation.

'An audience expects Bond to be real in terms of stunts', said Sam Mendes, director of *Spectre*. The 24th Bond film did not disappoint: 1,000 extras were hired for the opening scenes alone, and lots of time, resources and money were spent in making the film a spectacle from start to finish.

A later chase sequence went down a mountain in the Austrian Alps, involving a plane and Land Rover Defenders, which was allegedly the most expensive stunt scene in film history. The stunt coordinator was tasked with creating a vehicle that could survive being struck by a plane, subsequently rolled, but that also looked aggressive and sinister. Jaguar Land Rover's special operations team commissioned specialists Bowler to help. The firm was an obvious choice with a long history of developing Defenders for off-road motorsport and for defence clients, including the British Government.

The firm transformed 10 regular Santorini Black crew-cab 110s into the SVX Concept, or Spectre Defender.

Built for use in the James Bond film *Spectre* by Bowler

One of just 10 originals built; eight in private ownership

Damaged in filming for the Austrian mountaintop chase scene

Amongst the most desirable late Defenders, perfect for the collection of any film enthusiast

The cars featured huge 37-in. tyres, heavy-duty roll cages plus toughened suspensions with rose joints and Bilstein rally dampers. A hydraulic handbrake was installed, and its lever repositioned. The engine was tuned to give 180 bhp and Recaro seats fitted. Three 'halo' cars with high finishes were created for close-up shots while the rest were destroyed.

This particular vehicle was fitted with specialist hydraulics to ensure it flipped at precisely the right moment upon collision with the aircraft piloted by James Bond. It did, leaving the chassis bent with just 16 miles on the odometer. Though fully functional, the car is unsuitable to be driven on the road but is preserved exactly as the moment filming stopped.

Movie cars like this rarely survive filming, but this example was spared. Defender production ended in January 2016, making this among the last of this iconic model. This car is therefore a must for Land Rover devotees or Bond memorabilia collectors.



□ **1964 PORSCHE 356 C
1600 COUPÉ**

CHASSIS NO. 221132
ENGINE NO. 716406

€60.000 – €90.000

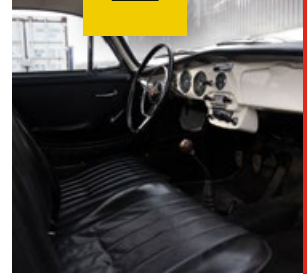
DOCUMENTS: KUWAITI VEHICLE REGISTRATION DOCUMENT

See page 7 for VAT status explanation.

Desirable late-model 356 fitted with four-wheel disc brakes

Delivered new to Porsche Cars Pacific in Burlingame, California

Restored in 1998 in the UK



124



**2005 FERRARI 575M
MARANELLO F1**

CHASSIS NO. ZFFBT55B000134687

€75.000 – €85.000

OFFERED WITHOUT RESERVE

DOCUMENTS: FRENCH CERTIFICAT D'IMMATRICULATION

See page 7 for VAT status explanation.

Recent service by Charles Pozzi

Stunning Argento Nürburgring over Bordeaux colour scheme

Under 41,000 km from new

Italian-delivery example

Equipped with optional Daytona Seats and three-piece modular wheels



125



126

**1970 MAZDA
COSMO SPORT**

CHASSIS NO. **L10B-10732**
ENGINE NO. **10A-1849**

€85.000 – €125.000

DOCUMENTS: **BELGIAN FORM 705**
See page 7 for VAT status explanation.

Desirable Series II example
Well equipped, including factory air conditioning
The first twin-rotor production car



127

**1988 MERCEDES-BENZ
560 SL**

CHASSIS NO. **WDBBA48D7HA072595**

€60.000 – €80.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

Just under 25,000 km from new
Delivered new to the U.S. and converted to E.U. specifications
Highly attractive Impala Brown Metallic over Beige leather with Dark Brown soft top
Equipped with a Becker Mexico radio and rear-spoiler delete, amongst other options



1963 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. **879614**
ENGINE NO. **RA 2431-9**

€190.000 – €250.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

Jaguar's E-Type was 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 sleek E-Type's, a design that Enzo Ferrari called 'the most beautiful car ever built'.

The E-Type used a monocoque construction: the front of the chassis featuring a space frame with steel tubes supporting the engine, the front suspension and the hinged hood, 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. 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.

Fully restored, with 0 km since completion
Retains its original engine and finished in its original colours
Accompanied by a Jaguar Daimler Heritage Trust (JDHT) Certificate

128



As confirmed by the accompanying JDHT Certificate, this E-Type was originally delivered to a J.D. Boughman of Kokomo, Indiana, in 1963 via Jaguar Cars New York, and was finished in Cream over a Black interior and a Black hood. Following a comprehensive restoration, this stunning E-Type presents wonderfully throughout, with its grey exterior and contrasting red leather interior. Still retaining its original engine, and with a JDHT Certificate confirming its original specification and delivery details, this is an excellent example of the Series 1 3.8-litre Roadster, considered by many as one of the most desirable variants of the model. This E-Type will make a superb choice for either shows or touring and is likely to leave a lasting impression wherever it goes, just as it did when new over 50 years ago.



129

□ **1996 PORSCHE RUF
TURBO R**

CHASSIS NO. **WP0ZZZ99ZTS372149**

€200.000 – €250.000

DOCUMENTS: **NORWEGIAN VEHICLE REGISTRATION DOCUMENT**

See page 7 for VAT status explanation.

Converted to full RUF Turbo R specification by official RUF dealer, Porsche Centre Son

Highly attractive Signal Green paintwork

Signed by Alois Ruf

RUF is one of just a few German auto companies that have won the right to be called an independent manufacturer, rather than simply a high-end tuner, winning that recognition in 1981 for their work done on 911s and other Porsche models.

RUF Automobiles convert bodies-in-white from Porsche, which have not yet been assigned a factory VIN, and create their own supercars in small volume. These chassis are then assigned RUF's own identification numbers and are completed using house-designed and produced mechanical components and lightweight body panels. RUF also converts factory-built, client-owned Porsches to its own incredibly high standard.

RUF's reputation was cemented in 1987, when its stock-looking CTR arrived at a special competition



staged by *Road & Track* magazine at Volkswagen's Ehra-Lessien test track. The magazine wanted to determine the 'fastest car in the world'. After achieving a maximum speed of 211 mph, this low-drag Porsche 911 twin-turbo blew its competition, including the Porsche 959, Ferrari F40, Lamborghini Diablo and various 'Tuner' Porsches, into the weeds. The title was claimed and the CTR was promptly dubbed 'Yellow Bird' by *Road & Track* photographer John Lamm.

RUF continued to produce its own cars, in its own distinctive style – always with huge amounts of power and supreme driveability. When the 993-model arrived, RUF took the stock 408 bhp 993 Turbo and worked its magic, delivering a car with some 490 bhp. However, not all cars were built new in this way, with many 993 Turbos converted later in life. The stunning Signal Green Turbo R offered here is one such example. Converted by official RUF dealer from a stock 993 Turbo with the factory 450-bhp engine upgrade, Porsche Centre Son in Norway, formerly RUF's importer for the country, around four years ago, this Turbo R is a veritable rocket ship, boasting 580 bhp.

A huge amount was spent on its conversion, which totalled around €130.000. The car received a bare metal re-spray into the hugely appropriate Signal Green. Rain gutters were removed, a RUF body added, as well as 19" RUF rims, RUF seats, RUF steering wheel, RUF instruments, RUF doorsills, RUF pedals and Bilstein shock absorbers. The gearbox was also overhauled. This Turbo R is signed by Alois Ruf himself and is accompanied by a specially designed helmet in Signal Green, along with a range of receipts, paperwork and original books.

Perhaps the ultimate version of the ultimate air-cooled 911, this car boasts performance figures that outclass not only the most potent supercars of its era, but also many on sale today.



130

1948 TALBOT-LAGO T26 RECORD CABRIOLET D'USINE

CHASSIS NO. **101016**
ENGINE NO. **26466**

€150.000 – €200.000

DOCUMENTS: **SWISS CARTE GRISE**
See page 7 for VAT status explanation.

Offered from a Private Swiss Collection

Rare and desirable T26 cabriolet d'Usine

Coil-sprung Talbot-Lago chassis with superb handling and road manners

Original factory-built convertible coachwork has been faithfully restored

Comprehensive restoration that presents beautifully

In October 1946, Talbot-Lago had a small stand behind Peugeot at the Paris Salon. The brand-new T26 Record model was shown, available in four body styles, including a lovely convertible. Fully independent front suspension with coils ensured superior handling, while the trademark pre-selector Wilson-type gearbox was a joy to use in comparison to the cantankerous slow-shifting boxes other cars were fitted with at the time. But the real jewel was the magnificent and powerful 4.5-litre six-cylinder twin-cam hemi engine that Anthony Lago had developed during the War with Carlo Marchetti, his chief engineer.

The early history of chassis no. 101016 is not known. A plaque in the engine compartment documents that the car at one time belonged to a Georges



Brun, 10 Avenue de la Republique in Lyon, who may have been the first owner. It was purchased by Erich Traber in California in 1991 and brought to Switzerland. It was restored at some point when in Switzerland, and the restoration still presents superbly. It is likely that the engine was retrofitted at that time with three Zenith carburetors as on the T26 Grand Sport, giving a useful 20-bhp power increase, as well as the extended chromed hinges on the trunk lid.

By 2007 it was with Paul Meyer in Meggen, Switzerland, who spent upwards of CHF 55,000 on mechanical and other work. By 2011, the car belonged to Werner Holm of Hamburg, and in 2013, Stefan Heidenreich offered the car for sale and it

returned to Switzerland when it was purchased by its current Swiss collector.

Any Talbot-Lago is a driver's car. With its powerful and responsive engine, beautifully weighted steering, independent front suspension and fascinating gearbox, the T26 Record is a captivating and sporty experience behind the wheel. The proportions are lovely from any angle and capture a pre-war charm seldomly found in a post-war car. It is chic and ritzy, but at the same time a serious automobile for the driver who appreciates handling and power. Chassis no. 101016 is a real French *grand routière*, a rarely seen opportunity to acquire great looks, sporty performance, genuine rarity and hand-built exclusivity in one elegant package.



131

□ **1930 AVIONS VOISIN C23
CONDUITE INTÉRIEURE**

CHASSIS NO. 47001
ENGINE NO. 47001

€300.000 – €400.000

DOCUMENTS: **SWISS CARTE GRISE**
See page 7 for VAT status explanation.

Offered from a Private Swiss Collection
Iconic Gabriel Voisin design

High-quality restoration that presents
beautifully

One of approximately 15 survivors of all
body styles

Gorgeous Art Deco interior that can only
be French

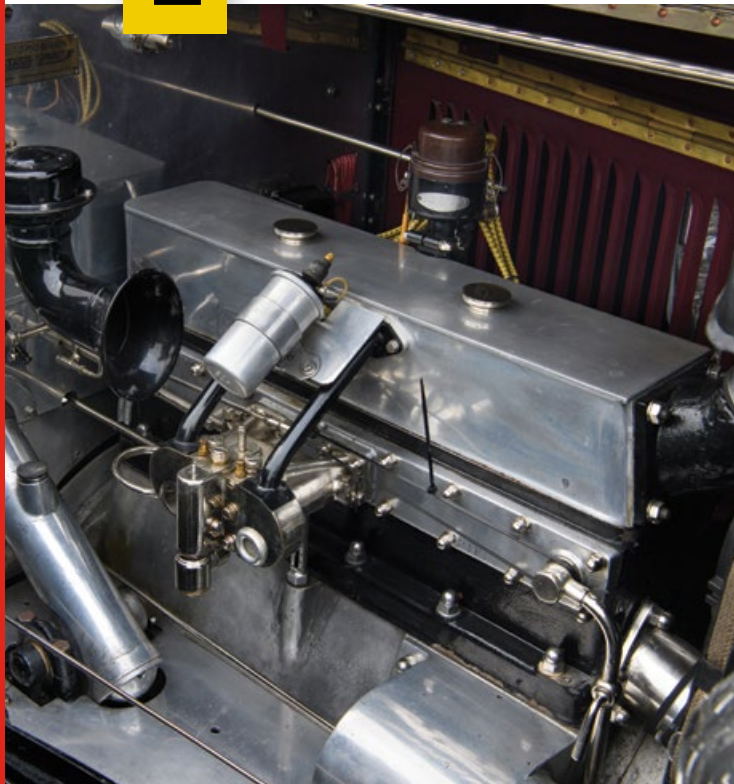
Largely forgotten by the general public, Gabriel Voisin was one of the standout mechanical inventors and engineers in the 20th century. Among car collectors, not least those who appreciate extraordinary design and aesthetically beautiful solutions to all things mechanical, he remains justly revered across the globe. In the beginning he became possibly the greatest aviation pioneer in France by manufacturing one of the world's first reliable aircraft in 1907. *Avions Voisin* became the world's first airplane manufacturer, benefitting from government contracts during the First World War.

After the armistice in 1918, Gabriel Voisin developed an automobile design that in 1919 became the Voisin M1, powered by a four-litre Knight-type sleeve valve engine. In 1920, the model was re-named C1 in honour



of Gabriel's dead brother Charles. The sleeve valve engine became a defining characteristic of Voisin cars in the ensuing years, and Gabriel designed such motors for use throughout the range, from the smallest 13 CV to the largest 28 and 30 CV cars. The C23 was introduced in 1930 with a three-litre six-cylinder engine, corresponding to 17 fiscal CV. With approximately 80 bhp on tap, the car was good for a top speed of around 120 km/h.

Although the C23 was manufactured in minute numbers from a modern perspective, it was successful by Voisin standards. In 1936 when the model went out of production, 355 chassis had been made, of which approximately 15 survive today. Contrary to most luxury carmakers of the time, few Voisins were coachbuilt. Gabriel Voisin had a deep mistrust of coachbuild-



ers, thinking that they were incapable of meeting his exacting engineering standards or achieving the demanding quality of his proprietary construction techniques – never mind living up to his perfectionist aesthetic demands. Indeed, C23 chassis 47001 is fitted with a beautifully proportioned factory body to a Gabriel Voisin design. Given the chassis number, it is believed that 47001 was the first or second C23 built.

The car's history prior to the early 1980s is not known. A photograph taken in the UK in the 1950s has a notation on the reverse that reads 'ex Prince Bira', although there is no other indication that 47001 may have belonged to the famous privateer racing driver and member of the Thai Royal family. The car was exported from the UK to Holland prior to 1985 and kept at the Airforce Museum in Soesterberg until 1992 when it was acquired by R.T. Meijer who enjoyed the car until his death in 2001. In 2005, ownership went to A. Th. Meijer of Wassenaar, an affluent suburb of The Hague. Maijer, who was brother to the deceased former owner, commissioned a comprehensive restoration, and from 2005 to 2008, approximately €160.000 was spent on bodywork, mechanical restoration, chrome and nickel plating, as well as a complete refurbishment of the interior.

Great care was taken to preserve as many original components as at all possible, including the retention of many of the internal parts of the engine, which had survived in a remarkably intact state. The body was repainted to a high standard by Martin Dijkhof. When the interior was re-trimmed, a piece of older material was discovered that was likely the original design. This was copied in France and used to complete the restoration.

With a mere 15 survivors of the model, a Voisin C23 is a very rare automobile. It is believed that only a handful exist with the aesthetically pleasing original *conduite intérieure* coachwork as mounted on chassis 47001. Its style is a testament to the artistic Art Deco-inspired functionality of Gabriel Voisin designs. It is an automobile where the rear-mounted double spares and large travel trunks, beautifully positioned to the rear and on the running boards, testify to the car's usability for serious long-distance travel, while the Grebel spotlight, polished wheel discs and mechanicals, as well as the gorgeous Art Deco interior, lend a high style that can only be French. In beautiful restored condition, this Voisin will be a focal point in any collection, at any informal gathering of collectors and at any concours d'elegance.





132

□ **1955 MERCEDES-BENZ
300 Sc COUPÉ**

CHASSIS NO. **188.014.5500003**
ENGINE NO. **199.980.5500031**
GEARBOX NO. **6500325C**

€450.000 – €550.000

DOCUMENTS: **SWISS CARTE GRISE**
See page 7 for VAT status explanation.

Offered from a Private Swiss Collection

The third 300 Sc built

First used by Mercedes-Benz as a Works test vehicle

Driven by the legendary Rudolf Uhlenhaut

Painstakingly and correctly restored by Europe's leading Mercedes-Benz specialist

From today's perspective, the 1950s may seem like some utopia contemplated through the long perspective of reversed binoculars. At that time, nobody knew what lay ahead. All that was clear was that prosperity must return and that all remnants of the Second World War should be eliminated as soon as possible. Against this backdrop, Mercedes-Benz recognised the need to once again make a classically beautiful sporting luxury car. A car that epitomised the high-quality engineering and no-compromise construction that the marque was so justly famous for. Developed by Dr Karl Wilfert, Head of Car Development, and chief engineer Professor Dr Fritz Nallinger, the new Mercedes-Benz W188 chassis was presented at the Paris Salon in October 1951 and marketed as the 300 S.



Manufacture began in July 1952 and ended in August 1955. Cars were special-ordered and custom-built in coupé, roadster and convertible body styles, all powered by a street-tuned three-carburettor version of the 300 SL sports car engine. Only 113 hand-built 300 S left the factory in 1952, rising to 353 in 1953 as the model found favour with celebrities and jetsetters. However, as other luxury manufacturers began adding air conditioning and high-powered V-8 engines to their offerings, only 92 examples were delivered in 1954.

In response, manufacture of a new second-series Sc model (W 188 II) commenced in September 1955. New Bosch direct fuel injection boosted power by 25 bhp for improved performance, while a new single-pivot rear swing axle secured better handling. The already handsome looks were enhanced with chrome-plated perforated disc wheels and richer chrome trim, while new vent windows gave better cabin ventilation. Limited production of this second series lasted from

September 1955 to April 1958: a total of 98 coupés, 49 Cabriolet As and 53 Roadsters were built.

Mercedes-Benz 300 Sc chassis no. 188.014.5500003 was the third example built and first registered on 22 December 1955 to *Automobilfabrik Daimler-Benz A.G.* at no. 136 Mercedes Strasse in Stuttgart Unter-Türkheim. Finished in special dark grey nitro-cellulose paint, an interior upholstered in light grey leather and a Becker Mexico radio mounted in the dash, the car was used by Daimler-Benz as a test and factory vehicle to assess the newly developed injection system. The legendary Rudolf Uhlenhaut, who was heavily involved in the development of the injection system, also used the car.

In September 1957, it was registered to the B.P. Benzin und *Petroleum Gesellschaft* in Hamburg, where it may have been used for testing fuel compounds. It is not known when BP disposed of the car. In 2007, a broker named Rolf Bunte contacted



the famous German Mercedes-Benz specialist and restoration company *Kienle Autotechnik* on behalf of his client, an elderly owner who was dissolving his collection. The car was still in its original nitro-cellulose paint with only 26,000 km on the clock. It is likely that Kienle facilitated a sale to Hans-Joachim Sander in Berlin.

From 2007 to 2009, the car was completely restored by *Kienle Autotechnik* on behalf of Sander, with great emphasis on originality and authenticity. The car was completely disassembled, the body professionally repaired in all areas and then repainted with nitro-cellulose paint in the original colour. The engine and all other mechanicals, including the injection system, were restored to factory specifications. The interior was completely restored in correct grey leather with black piping. Only original parts were

used and, as far as these were no longer available, replaced by parts that were reproduced according to original factory drawings.

A 300 Sc epitomises all that is desirable in a Mercedes-Benz: prestige, presence and performance. It was the modern successor to the great supercharged cars of the late 1930s, in particular the handsome 540 K, whose style is echoed in the 300 Sc's extended hood-line and fenders that flow gracefully over minimal running boards into a short rear end. In addition, this car boasts a fascinating period history as a development car for Mercedes-Benz, plus later use by the B.P. petroleum company in Germany. Finally, the car has been given a world-class restoration by a leading specialist – a combination of factors that makes this 300 Sc possibly one of the best in the world.



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133

□ **1932 MERCEDES-BENZ
370 S MANNHEIM SPORT
CABRIOLET**

COACHWORK BY **SINDELINGEN**
CHASSIS NO. **84919**
ENGINE NO. **84919**
GEARBOX NO. **4863**
BODY NO. **802122**

€400.000 – €550.000

DOCUMENTS: **SWISS CARTE GRISE**
See page 7 for VAT status explanation.

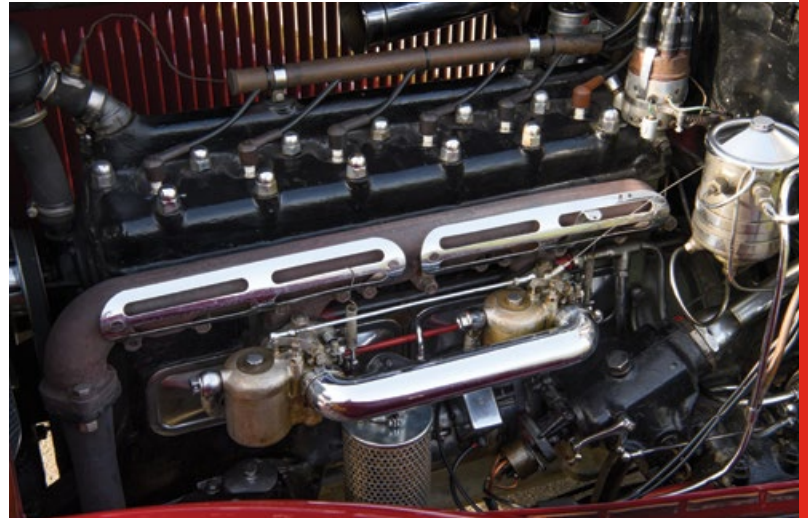
Offered from a Private Swiss Collection
Rare Sport Cabriolet, one of 47 manufactured
in 1932

Regarded by Mercedes-Benz collectors as the
'little brother' of the legendary Mercedes-Benz SSK

Elegant and tasteful Sindelfingen coachwork

A classic expression of early 1930s German
sports-touring design

Accompanied by an expertise by Mercedes-Benz
Classic Centre



The Mercedes-Benz 370 S Mannheim was only in production for two years from February 1931 to February 1933. A total of 195 chassis were manufactured, 64 of them in 1932. Regarded by Mercedes-Benz collectors as the 'little brother' of the legendary Mercedes-Benz SSK, the model was offered by the factory in two body styles, a two-seater Sport Cabriolet and a two-seater Roadster. The Cabriolet featured a large but stylish trunk, either rear-mounted spares or side-mounts, full running boards and a padded top. The pared-down roadster had a folding windshield, no running boards and a thin cloth top.

The 370 S Mannheim chassis was designed as an expensive mid-sized car, powered by a hefty 3.7-litre

six-cylinder engine that gave it a favourable power-to-weight ratio, snappy acceleration and a usable 130 km/h top speed. Production was very limited. In 1931, 90 Sport Cabriolets were delivered by Sindelfingen, a number that fell to 47 units in 1932 and 12 in 1933. The 370 S Sport Cabriolet was indeed an exclusive automobile.

Although the 370 S was not an out-and-out sports car, there were some sporting achievements in 1931, such as two gold medals won in a 10,000 km trial and 2nd place in the reliability run staged by the *Berliner Tageblatt* newspaper. Nevertheless, the natural habitat of these elegant precision-built cars was the German concours which took place in fashionable

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THURSDAY, 11 APRIL 2019 • DONNERSTAG, 11. APRIL 2019

locations such as Baden-Baden or Swinemünde. In that respect, not much has changed. Today, a 370 S Sport Cabriolet would be welcomed at concours events where its beautifully balanced early 1930s lines would please the crowds.

According to the *Kommissionsnummer*, or build sheet, 68066, 370 S chassis 84919 was shipped on 22 June 1932 by train via Weimar to the German town of Erfurt. In September 1933, the car was sold by the Daimler-Benz dealership in Nuremberg to a Herr Friedrich Wagner of Siernau-Scherneck near Coburg, Germany. Later, the car was owned by a furniture manufacturer named Stetter from Augsburg.

The car survived the war and stood on blocks in the Stetter furniture factory until Mr Stetter's heirs sold it in the 1950s to a dealer named Auto-Lehmann in Friedberg near Augsburg. By that time, the car had been fitted with a pointed Mercedes-Benz grille, pos-

sibly from a 320, and the original engine had been lost. Joachim Lehmann restored the car comprehensively, retrofitted an original flat radiator and gave it a red and white paint scheme complemented by an interior upholstered in red leather. After years of negotiations, this lovely 370 S Mannheim was acquired in the summer of 2004 by its current owner, who painstakingly restored it back to its original configuration as delivered in 1932. An expertise completed by the Mercedes-Benz Classic Centre in 2014 after the completion of the restoration concludes that while the engine is a replacement unit of the correct type, the car retains its original chassis, gearbox, and bodywork.

The trim and tasteful lines of the 370 S Sport Cabriolet are as appealing today as they were in the early 1930s. The model is rarely offered, and this is an exciting opportunity to acquire a very special and elegant pre-war Mercedes-Benz cabriolet that presents beautifully in every way.





134

□
†

**1937 MERCEDES-BENZ
540 K CABRIOLET A**

COACHWORK BY **SINDELFFINGEN**
 CHASSIS NO. **154078**
 ENGINE NO. **154078**
 GEARBOX NO. **45786**
 BODY NO. **826202**

€2.000.000 – €2.400.000

DOCUMENTS: **SWISS CARTE GRISE**
See page 7 for VAT status explanation.

Offered from a Private Swiss Collection
 Outstandingly handsome example of Sindelfingen coachwork
 Retains its original chassis, engine, gearbox and bodywork
 Extraordinary level of originality and authenticity
 High-quality restoration that presents well
 Legendary supercharged pre-war Mercedes-Benz chassis

Visit rmsothebys.com for all available information, photos and German translation.



The magnificent Mercedes-Benz 500 K and its successor, the 540 K, were arguably the most noteworthy production models offered by the Stuttgart firm during the 1930s. The 540 K was developed from the 500 K and shared its independently suspended chassis, while the 540 K was bored up to 5.4 litres of supercharged straight-eight power.

The 540 K was one of the first models developed under Mercedes' new chief engineer, ex-racing driver Max Sailer, successor to Hans Nibel, who had died in November 1934 at the age of only 54. The model featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmo-

spheric intake to the carburettor. This system had been thoroughly proven on the preceding series of Dr Porsche-conceived S-Type cars, and in effect the 540 K was the last supercharged production Mercedes-Benz until relatively recent times.

The 540 K was launched at the Paris Salon in October 1936 with an engine that developed 115 bhp un-supercharged or 180 bhp with the compressor engaged. The gearbox was a four-speed, but with a direct top gear rather than the overdrive ratio used on the earlier 500 K. With the supercharger engaged, the 540 K's blown straight-eight gave it a top speed approaching 110 mph (177 km/h) easily controlled by servo-assisted hydraulic braking.



Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical advisor and demonstration driver, since the supercharged Mercedes was one of the few genuine 100-mph road cars available in the 1930s.

Tested by Britain's *Motor* magazine, the 540 K was deemed to have lighter steering and handling than its 500 K predecessor, plus an even more comfortable ride, even though the same all-round independent suspension layout with parallel links and coil springs at the front and swing axles at the rear was retained. *Motor's* test car returned 102 mph over the timed quarter-mile with the supercharger engaged and 85 mph with it disengaged. Such performance was achieved at the cost of 11 mpg petrol consumption, but the servo-assisted brakes came in for fulsome praise, the blower was found to be relatively quiet and the steering and handling also compared favourably with the 500 K.

The 540 K chassis no. 154078 was ordered on 4 August 1936 by British Mercedes-Benz in London on behalf of Page Motors Ltd. in Epsom, Surrey, a few miles southwest of London. On 7 December 1936, the finished car was delivered by Sindelfingen to be shipped by rail to London where it arrived on 12 December, resplendent in light green paint set off by a pale-yellow top, brown headliner and seats upholstered in the finest pig skin. Being an export to England, the chassis was right-hand drive and in the sporty Cabriolet A style with an integrated trunk and the spare wheel carried in an indentation in the elegantly sloping rear deck. Sindelfingen built 32 of these opulent cars, and only 18 are believed to exist today.

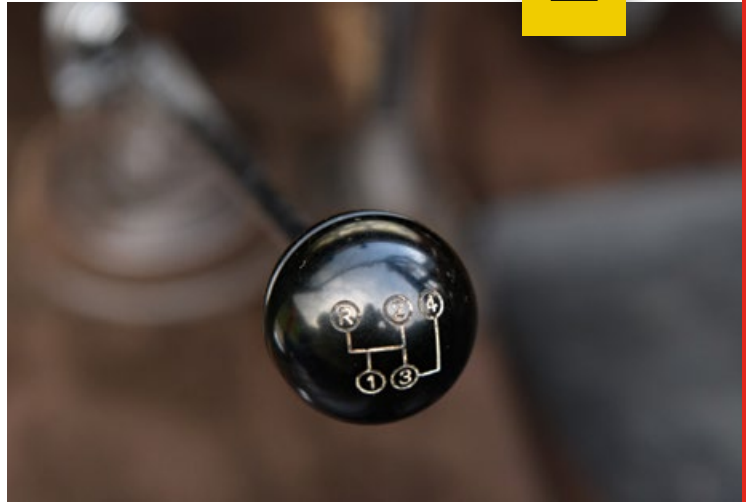
The first owner was a Mr Paine who likely lived in Warwickshire, as the transport archive of the Kithead Trust shows that the car passed from an owner in Warwickshire to a second owner in London in December 1937 with license plate no. EPK 402. A photo of this car from the 1960s is pictured in Volume 2 of Jan Melin's book *Mer-*

cedes-Benz 8. In addition, the Kitthead Trust states that the car was likely last licensed in the UK sometime around 1960 and that it was possibly exported in 1964, likely to France. The next owner was a Jean-Paul La Fuge who lived on Avenue Rapp in Paris. From 1992 to 2009, the car was in the ownership of Eduard Bollmeyer of Bünde, Germany, and in 2009, he sold it to Eric van Lammeren of Munich.

Van Lammeren kept chassis no. 154078 until 2015, and from 2010 to 2014, he had important mechanical repair and fettling work carried out that totalled more than €50.000. In addition, approximately €40.000 were spent at the Mercedes-Benz Classic Center in 2015 and 2016, all of which can be inspected in the very comprehensive file that accompanies the car.

In 2015, a Manufacturer's Expert Assessment of chassis no. 154078 was commissioned from Mercedes-Benz Classic. The conclusion of this very thorough and complete investigation into the details of the car was that while the restoration displays a different livery compared to when it was new, it is correct and numbers matching. Not only are major mechanical components such as the engine block, gear box, rear axle and steering assembly the original pieces manufactured by Mercedes-Benz for chassis no. 154078 in the fall of 1936, the body is also the original body that was first mounted on the chassis and all numbers found on the car match the Kommission paper, or build sheet. Even the composition of the steel of the chassis members was analysed, leading to the conclusion that the steel is the correct metal used by Mercedes-Benz as chassis steel for supercharged cars in the 1930s.

The Mercedes-Benz 540 K remains one of the best-known and iconic models of the immediate pre-war years and was a technological yardstick by which the power and performance of lesser cars were measured. A number of body styles were offered, designed and constructed by Sindelfingen. All shared the powerful 540 K chassis and high-quality body construction. But while most of the sold cars were practical and roomy closed cars or four-seat Cabriolet B or C styles, few were bodied to the highly desirable and sporting Cabriolet A configuration. With its close-coupled two-seat body, set-back radiator, sweeping fenders and integrated trunk, it cut a dashing figure indeed. The 540 K Cabriolet A is a scarce model in itself. The extraordinary level of originality and authenticity offered by chassis 154078 makes it a very rare automobile indeed.



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135

1989 PORSCHE 911 TURBO

CHASSIS NO. **WP0ZZZ93ZKS000836**

€90.000 – €110.000

DOCUMENTS: **DUTCH KENTEKENBEWIJS**

See page 7 for VAT status explanation.

German-delivery example

Well-documented European history, offered from 15 years of single ownership

The ultimate evolution of Porsche's legendary 930 Turbo



136

1992 PORSCHE 928 GTS

CHASSIS NO. **WP0ZZZ9ZZNS800855**

ENGINE NO. **85N00716**

€60.000 – €80.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **SPANISH PERMISO DE CIRCULACION**

See page 7 for VAT status explanation.

Owned by the President of Porsche Club España

Regularly serviced and maintained by Porsche with a recent engine rebuild

Refinished in its original colour of Midnight Blue, desirable Stone Grey interior

The ultimate 928 GTS specification



□ **1990 MERCEDES-BENZ
560 SEC AMG 6.0 'WIDE-
BODY'**

CHASSIS NO. **WDB1260451A588227**

€90.000 – €120.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer
Collection

Blue-black metallic paint with
black leather interior

Most desirable tuner upgrade available
for Mercedes-Benz in the period

137



□ **1997 MERCEDES-BENZ
SL 600 AMG**

CHASSIS NO. **WDB1290761F155401**

€30.000 – €40.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

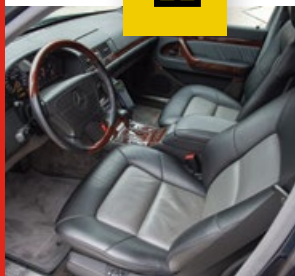
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Delivered new to Japan

Fitted with numerous AMG accessories

138



139

□ **1996 MERCEDES-BENZ S 600 AMG**

CHASSIS NO. **WDB1400571A303211**

€30.000 – €40.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Delivered new to Japan in Green Black Metallic over Black leather

Numerous AMG upgrades



140

□ **1975 MERCEDES-BENZ 450 SEL AMG 6.9**

CHASSIS NO. **116.036.12.004068**

€50.000 – €70.000

DOCUMENTS: **FORM 13.20A**

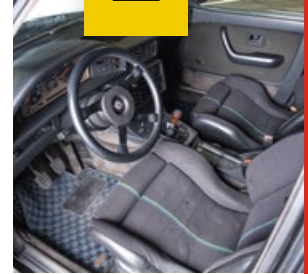
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Hand-built, high-performance AMG engine

Only 7,380 units built

Race-track performance in a luxury automobile



□ **1986 BMW ALPINA B7
TURBO/1**

CHASSIS NO. **WAPB7TL016B710196**

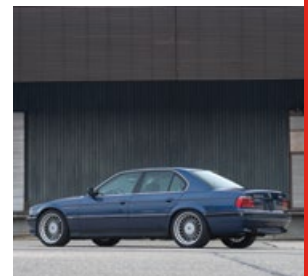
€75.000 – €100.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
The 196th of only 278 examples produced

141



□ **1997 BMW ALPINA
B12 5.7**

CHASSIS NO. **WAPBC57L06RD30066**

€30.000 – €40.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
One of only 202 B12 5.7s built

A proper gentleman's hot rod, a 387-
bhp V-12 with 560 nm of torque!

142



143

□ **1984 BMW ALPINA B9 3.5**

CHASSIS NO. **WBADA710109276251**

€50.000 – €60.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Believed to be one of two examples
finished in Burgundy Red



144

□ **1999 BMW M5**

CHASSIS NO. **WBSDE91000G16966**

€40.000 – €50.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to Japan
Finished in Imola Red over black leather



1992 PORSCHE 911 CARRERA RS

CHASSIS NO. **WP0ZZZ96ZNS490584**
ENGINE NO. **62N80962**

€160.000 – €190.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

- Delivered new to Italy
- Full repaint in 2014
- Includes its original manuals

One of the heirs of Porsche's mighty 911 Carrera RS 2.7, Porsche's 964-generation 911 Carrera RS was a true track-day special that could be legally driven on the road. Equipped with the Type M64/03 flat six-cylinder engine producing 260 bhp and a lightened (-7 kg) flywheel, the RS was only 5 bhp short of the 964 Cup car, due to the use of a different exhaust and air filter. This Porsche was considered by racing driver and journalist Paul Frère as 'virtually a road-legal version of the Carrera Cup' as it came as standard with a 20% locking differential, a reinforced G50/10 gearbox, stiffer shocks and springs, adjustable anti-roll bars and magnesium wheels.

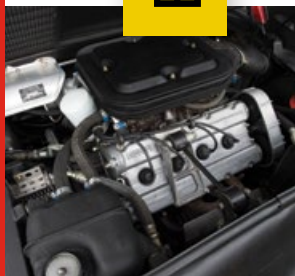
Tipping the scales at just 1,230 kg, the 964 RS was a true enthusiast's dream: if it fell in the right hands, it could easily compete with cars producing much more horsepower, a giant killer in all regards and a true delight to drive.

Finished in silver with a black interior, this example was delivered new to its first owner in Varese, Italy. The car passed through subsequent owners in both Germany and Luxembourg before winding up with its current custodian in France. Today, the car remains in largely original condition throughout, showing under 49,200 km on its odometer, and was subject to a full repaint in 2014.

Considered to be one of the very best of the 964-generation of 911s to drive and enjoy, the Carrera RS is a true enthusiast's 911. Built with the pursuit of driving perfection in mind with nothing fitted to distract the driver or add unnecessary weight, the Carrera RS allows the driver to enjoy what driving is all about with no distractions and is a joy on either the track or the open road.



145



146

1980 FERRARI 308 GTB

CHASSIS NO. **31139**
ENGINE NO. **01549**

€50.000 – €70.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **UK V5**

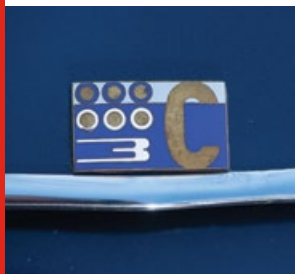
See page 7 for VAT status explanation.

Delivered new to Italy

Retains its original dry-sump engine

Interior recently retrimmed in its original 'Tobacco' leather

Accompanied by a tailor-made car cover



147

**1964 LANCIA FLAMINIA
GTL 3C 2.8**

COACHWORK BY **TOURING**
CHASSIS NO. **826.140 001248**

€70.000 – €90.000

DOCUMENTS: **DUCTH KENTEKENBEWIJS**

See page 7 for VAT status explanation.

Please note that this lot was built in 1964 but is titled as a 1968.

The 248th of 300 examples built

Just three owners from new, offered from 41 years of single ownership

Restored by the consignor in its present dark blue over red colour scheme



1968 SHELBY GT500 KR

CHASSIS NO. 8T02R215905-04135

€150.000 – €175.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.

148

Fully restored in 2010 and presented in excellent condition

The ultimate 'King of the Road' model

Carroll Shelby, the renegade Texan who built and sold the legendary 289 Cobra, had the idea to apply the Shelby magic to Ford's hot, new Mustang. It was a match made in heaven. By 1968, however, the competition was catching up, and Ford needed a car that could beat its emerging rivals head to head.

Shelby's 360-hp, 428-cu. in. GT 500 was performing respectably, but when the special Cobra-Jet engine was developed, how could Shelby resist? Thus, the GT 500 KR – the King of the Road – was born. The Cobra-Jet 428 engine was rated at 'just' 335 hp as a ruse to fool the competition and the insurance companies. The engine, in fact, pumped out at least 400 hp and 440 foot-pounds of torque. The KR included a number of engine modifications over the 428 Police Interceptor engine in standard GT500s, such as: low-riser heads from the famed 427 engine, a beefier crank, rods and pistons. Additionally, the KR had larger brakes, underhood suspension bracing and staggered rear shocks to prevent axle wind-up and wheel hop, making the KR the best of the best.

This stunning GT500 KR was delivered new to Stark Hickey Ford of Royal Oak, Missouri, in the stunning Lime Gold paint in which it is presented today. An accompanying Marti report confirms that additional options included power disc brakes, shoulder harnesses, a sport deck rear seat, an AM radio, Power steering and power disc brakes. A range of documents accompany this GT500 KR, including extensive service records. These include a detailed breakdown of work as part of a major restoration during 2009/2010 and more recent parts and servicing totalling €8.600 in 2018. Presented in excellent condition, this GT500 KR wants for nothing and is ready to be enjoyed, its new owner truly enjoying the full 'King of the Road' experience.



149

**1962 ASTON MARTIN
DB4 SERIES IV**

CHASSIS NO. DB4/850/L

€345.000 – €395.000

DOCUMENTS: **PROOF OF EC TAXES PAID**
See page 7 for VAT status explanation.

- Original factory left-hand-drive DB4
- Retains its original engine
- Delivered new with Normalair Air Conditioning

When the DB4 was launched at the London Motor Show of 1958 it caused a sensation, and demand soon outstripped manufacturing capacity. In the following years, however, the DB4 cast the mould for six-cylinder Aston Martin production through 1973, bringing together race-developed British engineering courtesy of Tadek Marek's 3,670-cc six-cylinder alloy, dual-overhead camshaft engine and Italian styling from Touring of Milan using their vaunted Superleggera construction. Interestingly, the car was the first Aston Martin which was entirely constructed in the company's now spiritual home of Newport Pagnell.



Only 185 DB4 Series IV cars were produced, stylistically distinct from the preceding series thanks to a lowered bonnet scoop, standard oil cooler, triple rear lights and barred-type grille. Throughout DB4 production the model was continually developed to improve reliability and overall performance, making the Series IV arguably the most useable of the DB4 line thanks to continued engineering development.

Chassis no. DB4/850/L was originally delivered in California Sage over Fawn leather to Mr Thomas McGraw, M.D. of New York. The Aston Martin factory build sheet records that the car was ordered with 'Normalair Air Conditioning' from new, which is

exceptionally rare to find on a DB4. At some point this original air-conditioning system has been replaced with a more modern arrangement.

It is believed that the car remained in North America in its original specification for some 30 years before returning to Europe with an Austrian collector. Following its return to Europe service work was carried out by Aston Martin in 1995, and the car was restored to its current colour combination of dark grey over fawn leather. The car is currently fitted with triple SU carburetors as per Special Series specification and a five-speed gearbox for improved refinement at high speeds.



150

1955 PORSCHE 356 PRE-A 1500 CABRIOLET

COACHWORK BY **REUTTER**
 CHASSIS NO. **60641**

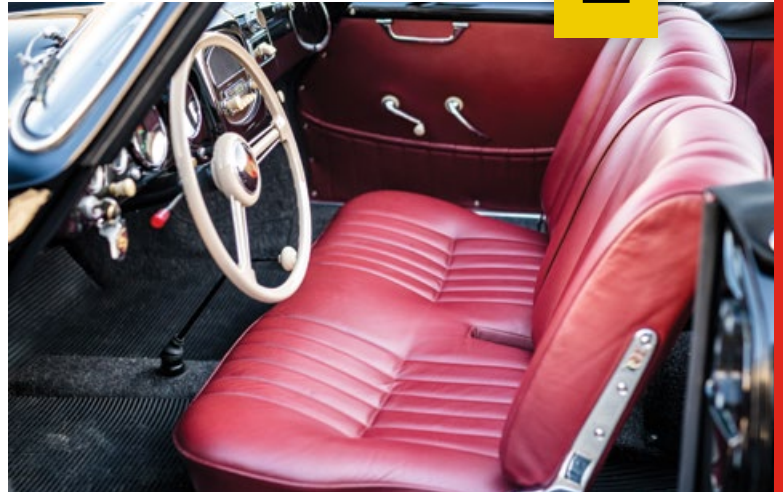
€250.000 – €280.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**

*See page 7 for VAT status explanation.
 Please note that this lot is titled with chassis no. 3560641.*

Offered from the Black and Red collection
 One of just 270 built for 1955
 Retains its rare bench seat and functional radio

In 1948, just three years after the end of World War II, the first Porsche 356 emerged from a converted sawmill in Gmünd, Austria. By 1950, a much-improved version of the Porsche 356 built in Zuffenhausen, Germany, was being sold in America. Early U.S. importer Max Hoffman was responsible for the most iconic 356 body style, the Speedster, which was a rather stripped-down and basic \$2,995 version of the car with racing-style bucket seats, removable side curtains instead of roll-up windows and a low windshield that the weekend racers who favoured the model could easily remove.



For some drivers, however, a sporting automobile with a more refined interior was desired. This is where the cabriolet came into its own. Porsche's first series-produced 356 cabriolets appeared in 1950, with Karosseriewerk Reutter building five examples and Gläser of Dresden issuing another 33. Production amped up the following year, with Reutter assuming all 356 cabriolet production in 1954 and continuing production through to the end of the 356 series in 1965.

As it was both luxurious and expensive, the model enjoyed popularity with touring drivers, and its fixed windshield, a different convertible top and fully bolstered seats made it a comfortable choice for all-day cross-country travel. Of all the refinements, it is perhaps the top itself that improved the driving experience the most, with numerous layers and padding to dampen noise and keep out the cold. The cabriolet would become the spiritual ancestor of numerous luxury sports cars from Zuffenhausen.

According to documentation from Porsche France, this example, chassis no. 60641, was delivered new in California on 8 August 1954. One of just 270 built for the 1955 model year, it is said to be in excellent condition, having been fully restored to a very high standard. It is currently fitted with a proper 1,500-cc engine, more than enough power to propel it to speeds in excess of 160 km/h. It is also reported that the highly desirable radio, often missing or inoperable, functions properly. Of great interest is that the car retains an original, highly rare bench seat, most of which have long been replaced by separate bucket seats.

With its highly desirable bench seat, fresh 1,500-cc engine and beautiful overall presentation, this car is an ideal example for extended driving tours, shows or for high-speed runs along twisty roads.



151

1982 SBARRO 540 K SPEZIAL ROADSTER REPLICA

COACHWORK BY **SBARRO**
CHASSIS NO. **003**
SERIAL NO. **03/12**

€240.000 – €290.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

Offered from the Black & Red collection
Three owners from new
Allegedly one of only eight produced
Exceptionally presented with
new carpet and top
An ideal machine for touring

The Mercedes 540 K, with just 409 examples built between 1936 and 1939, has long represented the pinnacle of 1930s automotive design. Only Bugatti could compete, which is almost an understatement. Today, this car has become the dream of every collector but, with such a limited supply, demand greatly outweighs supply. To capitalize on this, Franco Sbarro, an automotive luminary first known for his high-quality replicas of iconic European cars, created a replica of this great car. The car offered here is one of Sbarro's masterworks from 1981.

With the goal of making his 540 K the finest possible recreation, Sbarro crafted every inch of the car to the highest standard. Sbarro even went so far as to secure Mercedes-Benz licensing rights to utilize the famous star where appropriate, a rare achievement that speaks to the quality of the build. In all cosmetic respects, the Sbarro 540 K mirrors the famous cars of



the 1930s, with Sbarro even going so far as to find and refurbish the tooling used to manufacture original components to produce parts for his car.

While cosmetically nearly identical, the Sbarro 540 K used modern materials alongside the mechanical components of late-model Mercedes-Benz offerings. The 240-hp V-8 engine and automatic transmission come from a Mercedes 500 SE, and the chassis incorporates elements from a 300 SEL 6.3 and a Class S, including four-wheel disc brakes. As would be expected, performance is exceptional given the lightweight plastic body, with a top speed of 220 km/h, some 40 km/h better than the original.

The example offered here is in exceptional condition and has had just three owners from new, including original owners Jacky Setton, a Mr Bacou who used the car as a daily driver, and finally the consignor,

who has owned the car for the last five years. The consignor reports that the car runs beautifully and has always been properly maintained, a fact that is supported by a file of maintenance invoices totalling some €20.000. It has recently received new carpet and a new convertible top. Simply put, this is a highly functional, incredibly beautiful machine that marries classic design sensibilities with contemporary driving comfort.

Though originally planned for a production run of 12, just eight Sbarro 540 K were built from 1981 to 1985. They are rarely sold due to their low production number and the nearly unmatched driving experience they offer. The car is superb, the production quality amazing and the performance exhilarating. The 540 K has certainly contributed to the reputation of Franco Sbarro in the '80s and will certainly turn heads wherever it goes.



152

1935 AUBURN EIGHT SUPERCHARGED CABRIOLET

CHASSIS NO. 33326 F
ENGINE NO. GH 4465

€140.000 – €180.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

Though the Auburn Automobile Company was established in 1903 and matured into a well-respected builder of reliable cars, it was not until E.L. Cord assumed the company's presidency in 1924 that its prestige grew. In fact, as the auto market collapsed during the Great Depression, Auburn's sales continued to increase. By 1931, Auburn was the 13th largest American automaker. The success was short lived, as sales fell drastically in 1932 and 1933. Despite herculean effort, great styling, good performance and bargain pricing, the combined effects of the Great Depression, management turmoil and E.L. Cord's complex business affairs led to Auburn's demise in 1937, just two years after the car offered here left the factory.

Many cabriolets offered today are simply altered Auburn coupés, but the example offered here is known to be a genuine and authentic cabriolet. Attesting to this is its long-term ownership by well-known and knowledgeable Auburn Cord Duesenberg

Offered from the Black & Red collection

Formerly owned by Jim Miller and the Blackhawk Collection

An original and authentic supercharged cabriolet

Previous long-term ownership by a long-time Auburn Cord Duesenberg (ACD) Club member

Ideal for ACD Club events and Classic Car Club of America (CCCA) CARavans

Club members, amongst them the late Jim Miller, of Baden, Ontario, as well as the Blackhawk Collection. The gentleman who sold the car to the consignor, an ACD Club member for many years, owned the car for nearly a decade, and he had it refinished in its striking black and red colour scheme approximately six years ago. The polished disc wheels are correct, rare and valuable, and the red leather interior is in the correct pattern. Most importantly, the correct 'Dual Ratio' rear axle, a standard feature of the supercharged cars, still functions properly.

He noted that in local showings it has won numerous trophies and that it was driven reliably in the club's 2010 Can-Am Meet tour in the Detroit area prior to its purchase in 2014 by the consignor, prior to being shipped across the pond to its new home in France. It would be open up a world of possibilities to the owner who wants to experience one of the best American cars of its era.



1936 CORD 810 PHAETON

ENGINE NO. FB 781

€130.000 – €160.000

DOCUMENTS: **SPANISH PERMISO DE CIRCULACION**

See page 7 for VAT status explanation.

Offered from the Black & Red collection
One of approximately 600 built
Superb two-year restoration
Class winner at the 2010 Madrid Concours

Sometimes known as the 'Baby Duesenberg' and produced only for 1936 and 1937 before the ultimate demise of E.L. Cord's massive automotive and industrial empire, the innovative Cord 810 Phaeton offered here remains an undisputed collector favourite today. Conceived as the eventual successor to the ground-breaking and handsome but short-lived front-drive Cord L-29 of 1929, the later 810/812 series continued to exemplify company president E.L. Cord's proven formula for sales success: a combination of cutting-edge styling and high performance, all at a surprisingly reasonable price point.

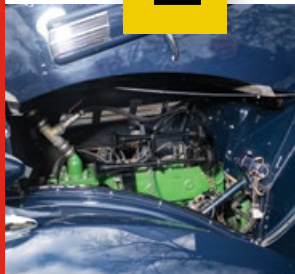
Again fitted with an advanced front-wheel drivetrain, the new 810 offered a V-8 engine from Lycoming, one of Cord's many companies, mated to an innovative four-speed, electrically shifted pre-selector transmission. The smooth Gordon Buehrig-designed body was an equally major step forward in automotive design, featuring a blunt louvered 'coffin' hood, retractable headlights and the absence of running



boards. Its reception at the November 1935 New York Auto Show was enthusiastic, and orders poured in. Alas, production start-up was slow, and by the time supply finally caught up with the demand, some customers had changed their minds. All in all, some 2,900 examples were built with approximately 600 of those being phaetons.

Though its earliest history is not known, the car offered here was purchased in 2007 in Alabama by the previous owner. In his care, the car received a two-year comprehensive restoration at a facility in Spain, during which no expense was spared. The work was of incredible quality and the car won Best in Class and the public prize at the prestigious 2010 Madrid Concours. Since its award-winning performance, the car has been properly maintained and always cared for. Presently residing in France, Cord 810 Phaetons are seldom available in Europe, and this would make a grand companion at any number of automotive events.

153



154

1937 PACKARD SERIES 120 ALL-WEATHER CABRIOLET

COACHWORK BY **ROLLSTON**

ENGINE NO. **113035**

VEHICLE NO. **120-C-1041**

€65.000 – €95.000

DOCUMENTS: **DUTCH KENTEKENBEWIJS**

See page 7 for VAT status explanation.

Single-family ownership in the Netherlands for 30 years

Believed to be one of two examples boasting Rollston All-Weather Cabriolet bodywork

An attractive and desirable American Classic



155

1942 FORD GPW

CHASSIS NO. **GPW 46819**

€30.000 – €45.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **DUTCH KENTEKENBEWIJS**

See page 7 for VAT status explanation.

Restored in 2010, including engine, axle and gearbox with new paint

Interesting accessories, including side doors, working siren and copper fire extinguisher

Period-correct U.S. Military livery



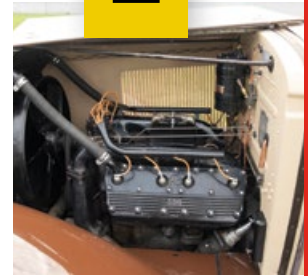
1929 CADILLAC V-8 CABRIOLET

CHASSIS NO. 336009
ENGINE NO. 324681

€50.000 – €60.000

DOCUMENTS: DUTCH KENTEKENBEWIJS
See page 7 for VAT status explanation.

Imported from the U.S. to Europe in 2005
Three-year mechanical restoration in the Netherlands completed in early 2018
Desirable Series 341-B, 90-bhp, 341-cu. in. V-8 engine
Ready to drive and enjoy



156



1932 FIAT 508 'BALILLA' PICKUP

CHASSIS NO. 009753
ENGINE NO. 57020

€15.000 – €20.000

OFFERED WITHOUT RESERVE

DOCUMENTS: DUTCH KENTEKENBEWIJS
See page 7 for VAT status explanation.

Built in July of 1932 as two-door limousine
Likely converted to pick-up body style in 1949
Fully restored and presented in wonderful condition
A charming and interesting addition to any collection of Italian cars



157

158

1959 MERCEDES-BENZ 300 SL ROADSTER

CHASSIS NO. 198.042.10.9500093

€850.000 – €1.000.000

DOCUMENTS: UK V5

See page 7 for VAT status explanation.

European-delivery example delivered new to France

Complete with original factory hardtop and a set of matching fitted luggage

Recent mechanical and cosmetic work by German 300 SL specialists totalling to over €80.000





In 1957 Mercedes-Benz launched an open version of its 300 SL, finally fulfilling Max Hoffman's vision of an open version of the famed Gullwing. The 300 SL was already the first production car to employ fuel injection and the fastest road-legal car of its day, however the roadster brought greater refinement, practicality and performance whilst not diluting the incredible technical design of the original.

The 300 SL offered here was delivered new to France and was originally finished in Ivory over black leather interior. The car was delivered new with a factory hardtop which it retains to this day. In more recent times the car's original steel engine block has been upgraded to an alloy version.

ESSEN

REGISTER TO BID



Sotheby's



According to information supplied to the vendor, the car's first owner was a Madame Feraud in the South of France. In 1978, the car passed to M. Hayat in Cannes before being sold in 1982 to Michel Ferry, then a member of the board of directors of the Automobile Club of Monaco. He, in turn, sold the car to famed racing driver Bernard Consten, five times Tour de France Automobile winner and six times 24 Hours of Le Mans participant, including class victory in 1962. Finally, in 2013 the car's fourth owner sold his much loved 300 SL back to its German homeland.



Upon the car's return to Germany the last private owner made a substantial investment in it. Invoices from Kienle Automobiltechnik and Walter Pusch for substantial work carried out in 2014 accompany the car. These invoices include a full brake system, suspension, gearbox and differential overhaul, amongst numerous other mechanical and cosmetic improvements. The car was also fully retrimmed by Kienle and this work is detailed in a photographic file accompanying the car. In total, 170 hours of labour were invested in the mechanical work alone, and over

€80.000 was spent to bring the car up to its current high standard. Finally, the all-important fuel injection was completely rebuilt. The car has only covered a few thousand kilometres since this work was completed.

An engineering and design masterpiece that offers a truly sublime driving experience, over 60 years after it was first introduced, the 300 SL still remains the gold standard of sports cars of its era. This example checks all the right boxes and would be a joy to use as its manufacturers intended.



159

1937 MERCEDES-BENZ
320 CABRIOLET

COACHWORK BY **WENDLER**
 CHASSIS NO. **172932**
 ENGINE NO. **10142015.88**
 GEARBOX NO. **54549**

€110.000 – €160.000

DOCUMENTS: **GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

The car offered here is a truly fascinating look at the world of post-war European coachbuilding. It was constructed by Wendler, one of the great European coachbuilding companies since the 1840s. Though they were perhaps best known for producing bodywork for the legendary Porsche 550 Spyder, Wendler was also known for producing some of the finest one-off custom cars of the period.

It is believed that Wendler built four 'Ponton' cabriolets in the early 1950s, each with an original design. The car offered here, built on a pre-war Mercedes 320 chassis, stands out because of the unique headlamp in the middle of the grille and the door for the spare tire in the front fender. These characteristics have made it easy to spot in publications and photographs of the period, including the German magazine *Das Auto* in June 1950 and a photo of the Wendler stand at the Reutlinger Motor Show in 1950. Furthermore, it is fitted with a desirable Maibach four-speed gearbox.

A fascinating post-war custom Mercedes
 Frequently driven and ready to be enjoyed

According to documentation supplied by the consignor, it is believed there were just two owners between 1950 and now. The car received a full restoration between 1983 and 1988 in Augsburg, Germany. The quality of the work is evident today, as it still presents beautifully. The last owner got the car in his possession in 1994 and frequently drives it, including as recently as December 2018. It remains ready to return to the road on any number of driving tours, and it would make an excellent candidate for any number of concours events.

This coachbuilt Mercedes-Benz truly personifies the exuberant nature of the age while remaining grounded in the solid mechanical world of the pre-war era. It will make a fine centrepiece for any Mercedes-Benz or coachbuilt automobile collection.





1970 MERCEDES-BENZ 300 SEL 6.3 SALOON

CHASSIS NO. 109.018.12.003979

€50.000 – €70.000
OFFERED WITHOUT RESERVE

DOCUMENTS: PORTUGUESE CERTIFICADO DE MATRICULA
See page 7 for VAT status explanation.

Highly original example, regularly maintained throughout its life
Delivered new to Portugal
Accompanied by its original owner's and service manuals
Beautiful two-tone white and dark green paint scheme

160



1959 MERCEDES-BENZ 190 SL

CHASSIS NO. 121.040.10.9501682
ENGINE NO. 121.921.10.9501684
BODY NO. A121.040.10.9500834

€80.000 – €140.000

DOCUMENTS: KUWAITI VEHICLE REGISTRATION DOCUMENT
See page 7 for VAT status explanation.

Retains its original engine
Fitted with desirable factory hardtop
Presents well throughout
Originally finished in White (DB50)

161



162

1967 GHIA 450 SS CONVERTIBLE

CHASSIS NO. **BS4032**

€100.000 – €130.000

DOCUMENTS: **DUTCH KENTEKENBEWIJS**
See page 7 for VAT status explanation.

The Ghia 450 SS was the brainchild of Hollywood producer Burt Sugarman (producer of such noteworthy movies such as *Children of a Lesser God* and television shows that included *The Newlywed Game*). Sugarman had seen a Fiat-based Ghia GT on the 1960 European show circuit and encouraged the coachbuilder to create a production model. Ghia had its designer Giorgetto Giugiaro work up a curvaceous steel body but Sugarman had a different idea for the mechanical aspect of the car.

The semi-monocoque body was given steel-tube underpinnings and Plymouth Barracuda suspension. Under the hood was Chrysler's venerable 273-cid small-block 'Commando' V-8 with Carter AFB four-barrel carburettor, delivering power to a TorqueFlite automatic transmission. Introduced at the 1966 Turin show, the 450 SS had a lofty price tag of \$13,000 and was retailed only through a single Beverly Hills dealership. Just 52 were built, of which perhaps a handful survive.

One of only 52 built, amongst a handful of known survivors

Offered from 30 years of single ownership

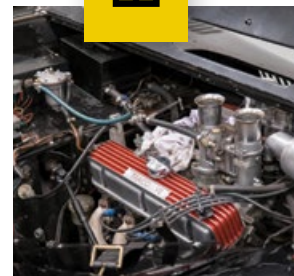
Regularly driven and enjoyed by the current owner

A fascinating Italian-American hybrid, Mopar power wrapped in Ghia design

This Ghia 450 SS convertible is finished elegantly in light charcoal metallic. Kept in excellent condition throughout, the paint finish is smooth, glossy and all the brightwork that accents the tasteful Ghia coachwork sparkles. The interior is exceptional, with round Ghia gauges tastefully arrayed before the driver. Power steering, power brakes, heater and windshield washers add to the effortless driving experience and overall enjoyment of the car. This Ghia also comes with a very rare and desirable factory removable hardtop. The current owner has enjoyed this seldom-seen exotic automobile for nearly three decades, carefully maintaining it and exercising it regularly.

A rare survivor of a very low-production, coach-built sports car, this handsome and sophisticated Ghia 450 SS represents an excellent opportunity for the discriminating collector and enthusiast.

Please note that this car is titled as a Plymouth.



1976 MORGAN PLUS 8 SUPER SPORT LIGHTWEIGHT

CHASSIS NO. R8112

€50.000 – €75.000
OFFERED WITHOUT RESERVE

DOCUMENTS: SWEDISH REGISTRERINGSBENISSET
See page 7 for VAT status explanation.

Built to competition specifications for the 1976 24 Hours of Le Mans

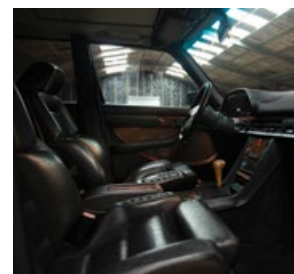
Non-standard 'Traco' Oldsmobile 215-cu. in. engine with a Triumph TR8 rally-spec gearbox

Numerous unique modifications for racing

Offered from over 30 years of single ownership

Raced, driven and enjoyed throughout its life

163



1991 MERCEDES-BENZ 560 SEL 6.0 AMG

CHASSIS NO. WDB1260391A537226

€100.000 – €140.000

DOCUMENTS: UK V5
See page 7 for VAT status explanation.

Original AMG upgraded 6.0-litre 32v DOHC 'Hammer'

Finished in stunning Blue-Black Metallic paint over Black leather interior

European-spec example delivered to Germany with rare AMG features throughout, presented in great condition with nearly 108,400 km

Full service history with photographs and mileage record

164



165

2000 ROLLS-ROYCE SILVER SERAPH

COACHWORK BY PARK WARD
CHASSIS NO. SCALA61E4YCX05151

€30.000 – €35.000
OFFERED WITHOUT RESERVE

DOCUMENTS: FORM 13.20A
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
U.S.-specification example,
delivered new to Illinois

Less than 6,300 miles from new and
presented in excellent condition



166

1997 ROLLS-ROYCE SILVER SPUR

CHASSIS NO. SCAZN20C5VCX60257

€30.000 – €40.000
OFFERED WITHOUT RESERVE

DOCUMENTS: FORM 13.20A
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to Japan

One of 197 LHD examples built
for the 1997 model year



□ **2001 MINI COOPER S** **167**

CHASSIS NO. **SAXXNPAZEYD184882**

Offered from the Youngtimer Collection

One of the last 50 examples built

As-new throughout with less than 850 miles from new

Full service in January 2019

Converted to left-hand-drive specifications

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **U.A.E REGISTRATION CARD**

See page 7 for VAT status explanation.



□ **1992 LAND ROVER RANGE ROVER** **168**

CHASSIS NO. **SALHV1249NA614906**

Offered from the Youngtimer collection

Less than 24,000 miles from new

Delivered new to the U.S.

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



□ **1991 BENTLEY TURBO RL** **169**

CHASSIS NO. **SCBZP03A8MCX36294**
ENGINE NO. **75981 L410 I TKL**

Offered from the Youngtimer Collection

Delivered new to Japan

Tasteful Black over Beige colour combination

€25.000 – €30.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



□ **1998 ROLLS-ROYCE SILVER SPUR LIMOUSINE** **170**

CHASSIS NO. **SCAZY20C5WCX80534**

Offered from the Youngtimer Collection

One of just 10 Silver Spur Limousines delivered to Japan, and one of 38 in total

Boasts a 6.75-litre turbocharged V-8 engine

€25.000 – €30.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**

See page 7 for VAT status explanation.



171

 1975 DATSUN 280Z

CHASSIS NO. HLS30-211804

Offered from the Youngtimer Collection
U.S.-specification example
Desirable white over black colour scheme

€15.000 – €18.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



172

 1982 NISSAN 280ZX TURBO

CHASSIS NO. J1NCZ04S1CX628484

Offered from the Youngtimer Collection
U.S.-delivery example, remained
stateside until 2015

€15.000 – €18.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



173

 **1992 NISSAN 300ZX
TWIN TURBO**

CHASSIS NO. J1NCZ24H6NX521112

Offered from the Youngtimer Collection
U.S.-delivery example
Highly original with just over
25,000 miles from new

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



174

 **1986 MITSUBISHI
STARION ESI-R**

CHASSIS NO. JA3BC54N6GZ027047

Offered from the Youngtimer Collection
Single ownership for 30 years and just
two registered owners from new
Under 9,300 miles from new
Offered with original Bill of Sale and
folder of supporting documents

€10.000 – €15.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

ESSEN

Friday | 12 April 2019 | 11.00 – 18.00

Freitag | 12. April 2019 | 11.00 – 18.00 Uhr

LOTS 201–354



Lot 256

1982 Lancia 037 Rally Stradale



| Sotheby's



201 ENZO FERRARI LETTER, 1970

This is an unusual 'thank you' letter dated 1970, sent from Ferrari in Modena and signed by Enzo Ferrari himself. Presented in pristine condition, it has been preserved for decades by an Austrian Ferrari collector. This consists of the original mailing envelope and has Enzo's signature in his typical purple ink.

€800 – €1.000
OFFERED WITHOUT RESERVE



202 FERRARI PROTOTYPES PHOTOGRAPHS

This huge file contains more than 75 original Ferrari internal press and factory photos. This includes photos of models like the 342 America, 250 GT, 375 America, 212 Inter, 410 Superamerica, 250 GTO and many more. These photos were obtained from a former employee of Carrozzeria Pinin Farina in Torino who emigrated to Sweden in the '70s. Each photo bears a Pinin Farina stamp on the back with individual model names signed by hand.

€1.000 – €1.500
OFFERED WITHOUT RESERVE



203 LAMBORGHINI MIURA P400 PRESS PHOTOGRAPHS

This lot consists of 11 original factory press photographs of the Lamborghini Miura P400. Among these, there are five factory photos of the world's only Miura Roadster. These photographs were obtained from a former employee of Carrozzeria Pininfarina who emigrated to Sweden in the 1970s. Each photograph is stamped 'Automobili Lamborghini S.p.A.' on the reverse.

€1.000 – €1.500
OFFERED WITHOUT RESERVE



204 LAMBORGHINI LITERATURE

English-language Lamborghini Miura P400 Owner's Manual
Lamborghini P400 Miura S Brochure
1969 Lamborghini Dealer Directory
1970 Lamborghini Brochure featuring Miura S, Jarama and Espada
Lamborghini Jarama Press Photographs

€4.000 – €5.000
OFFERED WITHOUT RESERVE



THE PERSONAL FERRARI PHOTO ALBUM OF GEOFFREY GODDARD 205

Acquired from the estate of Geoffrey Goddard

A collection of 25 images featured in *Ferrari in Camera* by Doug Nye and Geoffery Goddard

Each image bears the photographer's personal imprint

€9.000 – €11.000
OFFERED WITHOUT RESERVE



FERRARI 275 TOOL KIT 207

Original tool kit for any 275-series Ferrari

Includes Pirelli belt, Battaini jack and Bellux safety reflector in original case

Seven Everest wrenches, five screwdrivers and two hammers, amongst other tools

€8.000 – €12.000
OFFERED WITHOUT RESERVE



FERRARI 365 GTB/4 DAYTONA OWNER'S MANUALS AND FOLIO 206

Use and Maintenance Manual and Parts Manual

Reproduction pouch

€1.500 – €2.000
OFFERED WITHOUT RESERVE



FERRARI 348 ENGINE 208

ENGINE NO. 29361

Type F119, complete internally

Perfect for static display or replacement use

Accompanied by a custom wooden display case

€10.000 – €15.000
OFFERED WITHOUT RESERVE



209 1964 LAMBORGHINI 1R

CHASSIS NO. 15447

Single ownership from new

Used on the original family's farm in Montà d'Alba, Italy, for over 30 years

Well maintained throughout its life

Carefully restored with emphasis on retaining originality

Accompanied by its original Italian Libretto

€16.000 – €22.000

OFFERED WITHOUT RESERVE

DOCUMENTS: ITALIAN LIBRETTO

See page 7 for VAT status explanation.



210 1983 FIAT RITMO ABARTH 130 TC GROUP A

CHASSIS NO. ZFA138A0002953423

Built by Abarth to Group 4 Specifications in 1983–1984

Raced in numerous rallies and hillclimbs in Italy between 1986–1990

Accompanied by its original technical passport, current CSAI passport and original Libretto

€10.000 – €15.000

OFFERED WITHOUT RESERVE

DOCUMENTS: ITALIAN LIBRETTO

See page 7 for VAT status explanation.



211 1987 LANCIA THEMA 8.32

CHASSIS NO. ZLA8340000109769

Purchased new and used by Roger Baillon of the esteemed Baillon Collection

Owned by a private collector in Italy since purchase from the Baillon family in 2015

Accompanied by its original warranty card, manuals and original Carte Gris

€16.000 – €22.000

OFFERED WITHOUT RESERVE

DOCUMENTS: FRENCH CERTIFICAT D'IMMATRICULATION

See page 7 for VAT status explanation.



212 1973 FIAT 130 COUPE

CHASSIS NO. 0003014

Three private Italian owners from new

Single ownership until 1981, followed by two female owners

Retains its original interior

Equipped with the desirable 3.2-litre six-cylinder engine and five-speed manual gearbox

Accompanied by its original Italian Libretto

€10.000 – €15.000

OFFERED WITHOUT RESERVE

DOCUMENTS: ITALIAN LIBRETTO

See page 7 for VAT status explanation.



□ **1991 JAGUAR XJS V-12** **213**
CHASSIS NO. SAJJNJEW4EP182530

Offered from the Youngtimer Collection
 Delivered new to Japan
 Early facelift model

€15.000 – €20.000
 OFFERED WITHOUT RESERVE

DOCUMENTS: **CANCELLED SWISS GARTE GRISE**
See page 7 for VAT status explanation.



□ **1990 JAGUAR XJ V-12** **214**
CHASSIS NO. SAJJDALW4CM481554

Offered from the Youngtimer Collection
 One of only 1,746 examples produced
 for the model's final year
 Desirable twelve-cylinder XJ

€15.000 – €20.000
 OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



□ **1996 ROLLS-ROYCE SILVER SPUR** **215**
CHASSIS NO. SCAZN11C2TCX57371

Offered from the Youngtimer Collection
 U.S.-specification example,
 delivered new to Los Angeles
 Under 21,700 miles from new

€20.000 – €25.000
 OFFERED WITHOUT RESERVE

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**
See page 7 for VAT status explanation.



□ **1995 LAND ROVER RANGE ROVER** **216**
CHASSIS NO. SALHE124XSA660871

Offered from the Youngtimer Collection
 Spent over two decades in California

€18.000 – €25.000
 OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



217

□ **1987 BMW ALPINA B7
TURBO COUPÉ/3**

CHASSIS NO. WAPB7TC017B730113

€140.000 – €160.000

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**

See page 7 for VAT status explanation.

While only 130 B7 Turbos were built on BMW's E24 6 Series chassis and drivetrain, there was a model that was much rarer still. Presented here is one of only 17 catalyst-equipped B7 Turbo Coupés, designed the B7 Turbo Coupé/3 instead of B7 Turbo Coupé/1. These cars produce only 320 bhp, compared to the 330 bhp of their non-cat siblings. However, they produce more torque at a lower RPM, 520 nm at 2,400 rpm as opposed to 512 nm at 3,000 rpm. Furthermore, the engine boasts slightly lower compression, a ratio of 7.45:1 instead of 8.0:1. While normally slightly less power would make a model less desirable, these are very highly sought after in Alpina circles due to their rarity and lower-end grunt, making for more tractable performance.

Previously registered to an individual in Bern, this example is beautifully outfitted in black paint over a red leather interior. Inside, a plaque reading 'Autosattlerei Wenger, Exklusive Interieur' can be found, suggesting that at some point after leaving

Offered from the Youngtimer Collection

One of only 17 highly desirable catalyst-equipped B7 Turbo Coupés

Gorgeous black over red leather colour scheme

Alpina, the interior was retrimmed in its present, voluptuous red leather and fitted with sport seats. Riding on Alpina multispoke wheels, it is accompanied by a complete trunk-mounted tool kit and first aid kit. Furthermore, it has been upgraded with a Sony CDX-J10 CD player with a trunk-mounted disc changer.

A seldom-seen Alpina for the connoisseur, this B7 Turbo Coupé/3 would surely attract lots of attention wherever it goes.





□ **1992 BMW ALPINA B12
5.0 COUPÉ**

CHASSIS NO. WAPBC50C02D110054

€100.000 – €120.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Launched in 1990, the 5.0-litre B12 coupé was based upon BMW's 850i, with characteristic Alpina improvements: new Mahle pistons, cam shafts and improved cylinder heads liberated an additional 49 bhp for a total of 350bhp whilst revised springs and Bilstein dampers focused the handling, with no loss of ride comfort. The package was completed aesthetically by an upgraded interior featuring Alpina accents, as well as subtle body kit and signature 20-spoke alloy wheels.

Delivered in January of 1992 according to a copy of its original invoice on file, this B12 5.0 retains its original specification of Alpina Sapphire Blue with gold Alpina pinstriping over a Black leather interior. Accompanying the car is its fully stamped service book, detailing a rich service history with its previous owners in Germany and the Netherlands prior to its purchase and subsequent importation to Switzerland by the current owner in 2017. Only 97 B12 5.0 coupés were built, and this example would be a fine addition to any collection.

Offered from the Youngtimer Collection

One of 97 B12 5.0s built

Desirable Alpina Sapphire Blue
over Black colour scheme

218





219

1971 CITROËN SM COUPÉ

CHASSIS NO. **00SB3320**
ENGINE NO. **103 431**

€60.000 – €80.000
OFFERED WITHOUT RESERVE

DOCUMENTS: UK V5
See page 7 for VAT status explanation.

Single French ownership until 2003
Finished in its original colours of Gold over Tobacco Brown, showing 66,000 km from new
Desirable five-speed manual transmission with air conditioning
Over €85.000 spent on a nut-and-bolt restoration in 2012 with Garage Bart Kocken
Accompanied by a complete history file, including original brochures, manuals and tools



220

1985 RENAULT 5 TURBO 2

CHASSIS NO. **VF1822000F0000679**

€80.000 – €90.000

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
A brilliant example of one of the most desirable rally cars of the 1980s



2000 ROLLS-ROYCE SILVER SERAPH

COACHWORK BY PARK WARD
CHASSIS NO.: SCALD61E5YCX07515

€50.000 – €60.000

DOCUMENTS: FORM 13.20A

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Showing less than 3,750 km from new, believed to be original

Incredible luxury paired with traditional opulence

221



1987 MERCEDES-BENZ 560 SEC

CHASSIS NO. WDB1260451A342053

€25.000 – €30.000

OFFERED WITHOUT RESERVE

DOCUMENTS: FORM 13.20A

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
German-delivery example
Traditional elegance and comfort

222



223

1966 PORSCHE 911

CHASSIS NO. **303511**
ENGINE NO. **903658**

€140.000 – €190.000DOCUMENTS: **ITALIAN LIBRETTO***See page 7 for VAT status explanation.*

Widely recognized as one of the most iconic sports cars in the history of the automobile, the Porsche 911 debuted in September 1963 at the Frankfurt Auto Show. First called the 901, the new model was renamed the 911 when Peugeot claimed the worldwide trademark rights to all three-digit car model designations with a '0' as the middle number. Advanced in comparison to the Volkswagen-derived Porsche 356 engine, the newly designed Porsche 901/911 power unit was a two-litre, air-cooled flat-six that produced 130 bhp. Acceleration from 0-100 km/h was a brisk 8.3 seconds.



Outstanding example of an early 911
Single ownership for nearly three decades
Retains its original engine
Exceptional original car
Featured in several automotive magazines

Immediately after the first Porsche 911 went on sale in September 1964, the 911 established itself as an icon of the decade. Seven generations later, the German sports car can still be found atop almost any 'favourite sports car' list.

This early 911 was built in 1965 for the 1966 model year. The current owner acquired the car in 1991, treating it to a sympathetic restoration in 1994. Restoration work performed included a high-quality paint refinishing and mechanical refurbishing. The engine was rebuilt and balanced by a marque specialist, and the car fitted with new exhaust, heat exchanger and Koni shock absorbers. The Solex 40 PL carburettor and original Bendix fuel pump were also rebuilt.

Inside, this Porsche retains its original red leatherette seats, rubber floor mats and original and highly desirable Blaupunkt Köln radio with Hirschmann antenna, reflecting the low-mileage and superb originality this Porsche possesses. Featured in several automotive magazines (*Flat 6*, *Retro Course* in France, and *RS* in Italy), and Best of Show in 2013 at Monza, this Porsche 911 has received many accolades from the automotive press and enthusiasts alike, all in agreement that this is an exceptional car in many ways.



□ **2011 PORSCHE 911 GT3 RS**

CHASSIS NO. WP0ZZ99ZBS780295

€150.000 – €175.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



Considering the primary components of the 997.2 GT3 RS, it is not entirely surprising that it is already revered as one of Porsche's greatest road cars. Power comes from a 3.8-litre variant of the infamous Mezger flat-six cylinder engine, capable of producing 444 bhp with an 8,500 rpm red line. The handling benefits from a track widened by 44 mm at the back and 26 mm at the front, along with a large rear spoiler and revised front end. In 2017, Autocar proclaimed the car to be 'the best unlimited production GT-Porsche series yet', and even when compared against the current generation GT3 RS, the 997.2 can still more than hold its own.

Offered from the Youngtimer Collection
Delivered new to Saudi Arabia
Showing just under 9,300 km from new

Delivered new in 2011 to Saudi Arabia, this 997.2 GT3 RS boasts a number of desirable options. These include Porsche Carbon Ceramic Brakes (PCCB), a red-painted roll cage and seat belts, lightweight carbon fibre-backed bucket seats trimmed in Alcantara, interior carbon fibre pack, PCM with navigation and the sport-chrono package, amongst other options. Specified in grey with red accents and black interior, it has a presence to match its performance. Imported from Kuwait to Switzerland in 2017 by its current owner, the car presently shows just under 9,300 km from new and remains in excellent condition throughout.

The final iteration of the GT3 RS with a manual transmission, the 997.2 GT3 RS has already become a modern-day collectable and will surely have a fond place in the hearts of enthusiasts for years to come, thanks to its infectious performance and wonderful handling. Already one of the great 911s, equally desirable as a track special or a weekend toy, this example is sure to entertain its next owner whatever its intended use.

224



225

1967 MASERATI QUATTROPORTE

ENGINE NO. AM107 1342

€45.000 – €85.000

OFFERED WITHOUT RESERVE

DOCUMENTS: GERMAN FAHRZEUGBRIEF

See page 7 for VAT status explanation.

Current ownership for 18 years

Delivered new to Italy, in storage from 1975–2000

Beautifully restored to its original white over blue colour scheme

Retains its original engine

Featured in *Motor Klassik* in November 2013

226

1976 MASERATI KYALAMI

CHASSIS NO. AM129 006

€60.000 – €90.000

OFFERED WITHOUT RESERVE

DOCUMENTS: CANCELLED DUTCH KENTEKENBEWIJS

See page 7 for VAT status explanation.

Retained by the Maserati factory for testing and development

Later owned by Alejandro de Tomaso, former owner of Maserati

Presented in its original colours of Celeste Chiaro over Senape

A very early production example



1984 FERRARI 400i

CHASSIS NO. ZFFEB07S000049825
ENGINE NO. 1045
GEARBOX NO. 531

€75.000 – €100.000

OFFERED WITHOUT RESERVE

DOCUMENTS: GERMAN FAHRZEUGBRIEF
See page 7 for VAT status explanation.

Ferrari Classiche certified
Desirable five-speed manual gearbox
Regularly driven and serviced with its current owner

227



1974 MASERATI INDY 4.9

CHASSIS NO. AM116/49 2132

€75.000 – €125.000

OFFERED WITHOUT RESERVE

DOCUMENTS: PROOF OF EC TAXES PAID
See page 7 for VAT status explanation.

The second-to-last Indy produced
Hugely desirable Marrone Colorado over White colour scheme
Two owners from new, retained by the original owner for three decades

228



229

1982 FERRARI 512 BBI

CHASSIS NO. **ZFFJA09B000039723**
ENGINE NO. **00062**

€200.000 – €280.000

DOCUMENTS: **GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

Offered from 14 years of single ownership
Desirable Argento over Nero colour scheme
Italian-delivery example
Ferrari Classiche certified

The last of Ferrari's Berlinetta Boxer models, the 512 BBi was introduced in 1981. Replacing the 512 BB's carburetors with an advanced and reliable Bosch K-Jetronic fuel-injection system, this would be the first time that fuel injection was used in a twelve-cylinder boxer Ferrari. Considered by *tifosi* as the most civilized of the boxer models, the fuel injection brought about an increase of 20 foot-pounds of torque, helping the car feel much more tractable overall. With a potent 335 bhp, performance remained extraordinary, and the 512 BBi could reach 60 mph from a dead start in just 5.4 seconds, leading to a healthy top speed of 174 mph.

Delivered new to Perugia, Italy, in 1982, this lovely 512 BBi remained there for roughly the first nine years of its life and is noted as being serviced in Perugia at 30,000 km in October of 1991. Later in the 1990s,



it passed to a P. Mimran in Dully, Switzerland, on the shores of Lac Léman. This is believed to be Patrick Mimran, the former CEO of Lamborghini, and the car remained in his ownership until 1997. Passing to an individual in Bern in 1998, one year later the vehicle was imported to Germany, the country it has called home ever since.

Chassis no. 39723 passed through two German owners prior to its acquisition by its third and current German owner, who purchased the vehicle in 2005. The consignor notes that it has been regularly used and enjoyed over the course of the last 14 years, accumulating some 4,000 km since his purchase. Only serviced by authorized Ferrari dealers during this time, the 512 BBi's last service was in 2015 at Ferrari Eberlein. The car presents well throughout, with a lovely black leather and grey cloth interior

complementing its Argento paintwork and a modern Becker Grand Prix radio with cassette player. Furthermore, the car has been granted Ferrari Classiche certification, confirming it retains its original engine and gearbox, and is finished in its original colour combination

By the time production came to an end in 1984 when the 512 BBi was replaced with the Testarossa, Ferrari had built just 1,007 fuel-injected BBs. This would be the last Ferrari to be hand-built under the guidance of famed coachbuilder Sergio Scaglietti, and today it remains a well sought-after model for many enthusiasts, boasting aggressive looks with equally impressive performance. The example presented here is in beautiful condition in a desirable colour combination and for the enthusiast, finding an example this like this would be difficult.



230

1967 MASERATI GHIBLI 4.7 COUPÉ

CHASSIS NO. **AM115 004**
ENGINE NO. **AM115 004**

€180.000 – €250.000

DOCUMENTS: **PROOF OF EC TAXES PAID**
See page 7 for VAT status explanation.

Shown at the 1967 Geneva Motor Show
The second production Ghibli built
Single-family ownership for nearly four decades

One of the most significant and important Ghiblis

Amongst the earliest Ghiblis produced, this particular example bears chassis no. 004 and was produced by Maserati in March of 1967. Finished in Rosso Rubino with a white leather interior and fitted with a manual transmission, it was built just in time to be shown on Maserati's stand at the 1967 Geneva Motor Show. While the Ghibli was introduced at the 1966 Turin Motor Show, this undoubtedly would have been the first Ghibli seen in the flesh or in photographs by many enthusiasts, and surely helped to grow the model's overall desirability and appeal, especially when finished in eye-catching Rosso Rubino. Another interesting point to note is that it boasts a slightly different trunk lid design, which is indicative of early production Ghibli coupés.



Following its showing at the Geneva Motor Show, chassis no. 004 remained in Switzerland and was sold new to an owner in Chiasso. Unfortunately, at some point in its early life, it suffered fire damage and is noted as being sold with fire damage in Zug to Max Saxer of Hinwil, also in Switzerland, in February of 1975. It was repainted green and retrimmed with a black interior. Amazingly, the Ghibli would remain with the Saxer family for the following 38 years, passing from Mr Saxer to his son, also named Max.

The consignor purchased the car from the Saxer family in October of 2013 and had it serviced prior to shipment to Germany, where it resides on display as the key-stone of an interesting collection of Maseratis. Since

this purchase, the car has not been driven and would likely need to be recommissioned if it was returned to road use. Commissioning a restoration to bring it back to its 1967 Geneva Motor Show colours would surely offer numerous opportunities to show the car at concours events worldwide.

Without a doubt the most iconic Maserati of its era, the Ghibli proved to be an excellent grand touring car and could easily hold its own against Ferrari's 365 GTB/4 Daytona Berlinetta. Of the 1,149 examples produced, this is perhaps one of the most desirable, benefiting from Geneva Motor Show history and ownership in the same family for nearly 40 years. It would be an exciting addition to any collection of Maseratis worldwide.



231

1956 JAGUAR XK140 SE DROPHEAD COUPÉ

CHASSIS NO. S 812547

€180.000 – €245.000

OFFERED WITHOUT RESERVE

DOCUMENTS: FRENCH CERTIFICAT D'IMMATRICULATION

See page 7 for VAT status explanation.

Fully restored, with fewer than 450 miles since completion

Desirable SE variant, with C-Type heads, for increased performance

Presented in excellent condition, with accompanying Jaguar Daimler Heritage Trust (JDHT) Certificate

The Jaguar XK120 was introduced in 1948 as an open roadster, which was officially called an 'open two-seater (OTS)', and it gained a fixed-head coupé sibling in 1951 and a convertible, or drophead, example in 1953. For 1955, it was redesigned with larger torsion bars, better brakes and rack-and-pinion steering. The engine had higher-lift camshafts, resulting in increased horsepower, which was now rated at 190. There were modest appearance changes, as the grille had fewer bars that were spaced farther apart, the bumpers were made to full width and flashing turn signals were located in the front wings.



The new model was designated XK140, and two 'Special Equipment' variants were added, the XK140 M, which included a crankshaft dampener, wire wheels, a dual exhaust, twin fog lamps and windshield washers, and the XK140 SE (also known as MC), which added the big-valve cylinder head from the C-Type, raising horsepower to 210. The three body styles continued in production through to mid-1957, with each available in any of the three variations. A Borg-Warner automatic gearbox later became optional on fixed-head and drophead models.

This XK140 SE OTS was, according to its accompanying JDHT Certificate, manufactured on 7 June 1956 and sold through Jaguar Cars of New York. Originally specified in Pearl Grey, with a Red interior and a Black soft top, this car today is presented in a very tasteful grey over tan hide, classically understated, yet very elegant. It presents incredibly well following an extensive restoration, subsequent to which this XK140 SE has travelled fewer than 450 miles. Truly a car for the discerning Jaguar collector, this is a Special Equipment car that is, indeed, very special.



□ **1958 MERCEDES-BENZ
220 S CABRIOLET**

CHASSIS NO. **180.030.7506788**
ENGINE NO. **180.924.7506874**

€100.000 – €140.000

DOCUMENTS: **SWISS CARTE GRISE**
See page 7 for VAT status explanation.

Rare right-hand-drive example, believed to be one of 20 built and eight survivors

Previous single-family ownership for 43 years

Retains its original manuals and UK logbook

Service and restoration work documented with invoices and pictures

Mercedes-Benz began the post-war revival determined to restore its reputation with elegant cars of exceptional quality that could claim to be the best of their kind. The 1958 Mercedes Benz 220 S, also known as the Ponton, featured a 2.2-litre, six-cylinder engine with increased power and servo-assisted brakes. Only 1,280 coupés and cabriolets were produced during the 1958 model year. The cabriolet, which cost 75% more than the saloon, became an instant icon after featuring in the classic film *Bonjour Tristesse*.

This example is a truly rare car, not least because of the times when it was built. London – where it was registered in 1958 to Dr Ian Mackenzie Munro – was slowly emerging from wartime. Foreign cars, particularly German marques, were truly exotic and carried significant import tax. As a result, just 20 are believed to have been



232

made in right-hand-drive form and just eight are known to survive today.

Its wonderful period registration documents reveal a subsequent owner bought the car in July 1970, and it remained in Scotland with the same family for the next 43 years. They drove the car back to Mercedes-Benz, Stuttgart, in 1974 for a new clutch, service and tuning.

In June 2009, a sympathetic restoration was undertaken. In 2014, RM Sotheby's sold the car to the present owner who has used it for tours, and refurbished the mechanical parts, such as suspension and brakes. In 2017, the present owner decided to fully repaint the car, stripping it down to bare metal at Speedy Garage near Lausanne in order to do so. Today, the original leather seats and carpets are retained and the immaculate dashboard features a rare His Master's Voice Radiomobile radio and speaker. It retains all the original handbooks and wallet. Cherished and rare, it is a fine example of a 1950s Mercedes tourer.

Please note that although this car is registered as a 1948, it was constructed in 1958.



233

**1991 PORSCHE 911
TURBO 3.3**

CHASSIS NO. WP0ZZZ96ZMS471873

€90.000 – €120.000

DOCUMENTS: LUXEMBOURG CERTIFICAT D'IMMATRICULATION
See page 7 for VAT status explanation.

Stunning Amethyst over Magenta colour scheme

Full service in April 2018 by an authorized Porsche dealership in Luxembourg

Presented in beautiful condition throughout, ready to drive and enjoy



234

**1994 PORSCHE 968
CLUBSPORT**

CHASSIS NO. WP0ZZZ96ZRS815483

€55.000 – €85.000
OFFERED WITHOUT RESERVE

DOCUMENTS: GERMAN FAHRZEUGBRIEF
See page 7 for VAT status explanation.

Delivered new to Germany

Outfitted with M030 sport seats and lightweight interior

Desirable Speed Yellow with Black colour scheme

Just under 48,500 km from new

Accompanied by its original service book



1985 PORSCHE 911 TURBO

CHASSIS NO. **WP0ZZZ93ZF500649**
ENGINE NO. **67F00672**

€90.000 – €120.000

DOCUMENTS: **UK V5**

See page 7 for VAT status explanation.

German-delivery, single-mirror example
Original black/black colour scheme, sunroof car
Regularly serviced and maintained
A 1980s performance icon
Accompanied by a tailor-made car cover

235



1970 PORSCHE 911 T

CHASSIS NO. **9110123410**
ENGINE NO. **6109109**

€50.000 – €70.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **UK V5**

See page 7 for VAT status explanation.

Originally finished in stunning Albert Blue over Black
Sold new by Porsche Centre Glocker of Frankfurt
Options include 'S' dials and oil tank
Accompanied by a tailor-made car cover

236



237

1993 PORSCHE 911 TURBO PROTOTYPE

CHASSIS NO. **WP0ZZZ99ZRS310004**
ENGINE NO. **61T00102**

€295.000 – €395.000

DOCUMENTS: **CANCELLED GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

One of the earliest 993 Turbo prototypes
Offered from single private ownership
from new
Featured in *Total 911* Magazine
A fascinating example of Porsche history

Presented here is a most interesting factory prototype that has been in private hands for many years. Its chassis number identifies this car as the third R-Program Type 993 chassis constructed by Porsche in early 1994, when the new model replaced the 964. Accompanying documents indicate this example was pulled from the assembly line prior to installation of an engine and transmission and sent to Porsche's Racing and Technical Development unit at Weissach where various components were tested, including experimental wider fender flares and special nose and rear-deck air spoilers.

After the conclusion of its factory testing, the car was sold through a Porsche dealer in Hofheim to the consignor. Both the engine and gearbox had been removed from the car before it left the factory, as the engine had still not been announced to the public and was considered top



secret. When the 993-generation 911 Turbo was officially introduced, Porsche delivered the engine and gearbox to the consignor, reuniting it with its original chassis and body.

This 993 Turbo is believed to be the first of several development cars and may be the only one to survive. Finished in Schwarz (Black) with a gorgeous red leather interior and complementary red carpeting, it was delivered with Turbo 'Twist' alloy wheels, a rear window wiper, air conditioning, electric windows, 12-way electrically adjustable seats, rear-seat delete with additional storage and a Blaupunkt Symphony entertainment system.

As fascinating piece of Porsche history, prototypes rarely escape the factory's hands and are often destroyed by Porsche once model development is complete. As such, this is an opportunity not to be missed.



238

1987 PORSCHE 911 TURBO CABRIOLET

CHASSIS NO. **WP0ZZZ93ZH5020102**
ENGINE NO. **67H00692**

€170.000 – €200.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **UK V5**

See page 7 for VAT status explanation.

The 930 generation of the Porsche 911 is amongst the most iconic and recognizable of the marque, helped, no doubt, by its defining role in 1980s popular culture. The Turbo Cabriolet model featured in period MTV music videos and an episode of *Miami Vice* – what could be more '80s? Much of the Porsche 911's development had resulted from the factory's racing program. It was the FIA Group 4 homologation rules that required 400 road cars to be built and spurred the development of 'Project 930': the legendary 911/930 Turbo. In production from April 1975, the Turbo married a KKK turbo-charger to the 3.0-liter Carrera RSR engine, in road trim a combination that delivered 260 bhp and a top speed of 250 km/h.

Although the Turbo's flared arches and 'whale tail' spoiler had already been seen on the base Carrera, the interior was much more luxurious, featuring leather upholstery, air conditioning and electric windows. In 1978, the Turbo's engine was enlarged to 3.3 litres, gaining an intercooler in the process. Power reached 300 bhp and the top speed hit 257 km/h.

Regularly maintained and well preserved over the last decade

Includes books, manuals and a second set of keys

Finished in its original colours of Cassis Red metallic over Beige



This 911 Turbo Cabriolet was acquired by the consignor in Germany almost 10 years ago, showing just 48,000 km at the time. Under his ownership, this car has travelled just 2,500 km and has been maintained regularly by his favoured Porsche mechanic in Greece, despite its minimal use. Sharing a stable with other notable Porsches, this stunning Turbo Cabriolet can hold its own in any collection. Sold with original books, manuals, service receipts and a second set of keys, this highly original 911 Turbo Cabriolet is on the button, ready to be driven away and enjoyed immediately by its new owner.



2009 FERRARI 430 SCUDERIA

CHASSIS NO. ZFFKZ64B000159175

€140.000 – €160.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

Recent service by Charles Pozzi in January 2019
Delivered new to France
Desirable Giallo Modena with Grigio Corsa stripes

It is fair to say that Ferrari honed and fettled just about every detail of the F430 to create the Scuderia. For the sonorous V-8 engine, the piston crowns were reprofiled and refined, whilst a revised carbon fibre air intake and higher flowing exhaust system were also employed. Their combined effect allowed for a compression ratio increase and a rise in power output to over 500 bhp.

Hardware and software improvements were also made to the transmission, enabling gear changes in just 60 milliseconds, which was barely any slower than what Michael Schumacher, a key contributor to the project, was experiencing in his concurrent Formula 1 car. This, alongside significant advancements to the aerodynamics, allowed the Scuderia to lap Fiorano faster than the Enzo; an extremely impressive feat given the Enzo's sizeable power advantage.

In spite of this potential, the Scuderia should not be considered solely as a stripped-out track special. Creature comforts such as air conditioning remained, alongside swathes of Alcantara and reclining seats. The revised management software even allowed for the active suspension to be controlled independently to the engine and gearbox modes, permitting supple suspension modes with the fastest gear changes; something that is not possible in a regular F430.

This particular F430 Scuderia was delivered to its first French owner through Modena Sport Sarl of Toulouse in March 2008. It presents beautifully in its eye-catching Giallo Modena colour scheme, with a racing stripe in Grigio Corsa and yellow callipers. Inside, the nero seats are contrasted by yellow stitching and a yellow tachometer, whilst the trims are carbon fibre throughout. Naturally, it has always been expertly cared for by Ferrari main dealers, with a most recent major service by renowned specialist Charles Pozzi of Paris in January 2019. It is thus offered for sale and ready to be enjoyed to the full by its next owner.



239



240

1965 MASERATI MISTRAL 3.7 COUPÉ

CHASSIS NO. **AM109 528**
ENGINE NO. **AM109 528**

€175.000 – €200.000

DOCUMENTS: **CANCELLED ITALIAN LIBRETTO**
See page 7 for VAT status explanation.

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

Retains its original engine

Building on the success of its 3500 GT and Sebring models, Maserati commissioned Pietro Frua to create a new design that would be placed on an updated Tipo 109 chassis. Dubbed the Mistral, this new two-



seat coupé was named after the strong winds blowing from the Mediterranean coast in the South of France. The model's success was instant and thanks to a steady flow of orders, the Mistral remained in production until 1970. Over the course of production, both Mistral coupés and spiders were built with a few different engine options. Only 383 coupés were built with the 3.7-litre engine, and the example presented here is one such example.

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. This would be a lovely example to drive and enjoy for someone looking for the quintessential charm that only an Italian automobile of this era can exude.



1993 PORSCHE 911 TURBO 3.6

CHASSIS NO. WP0ZZZ96ZPS470280

€190.000 – €250.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.

With the launch of the new 964-generation 911 in 1989, Porsche delivered perhaps the biggest upgrade to the model since its introduction, benefiting from lessons learned with the mighty 959. The new 911 Turbo was presented in 1991, retaining the 3.3-liter engine of the previous generation, but putting out 20 more horsepower. Despite the power increase, many Porsche customers wanted more. Porsche then presented the 3.6-litre Turbo in 1993, which was equipped with a new flat-six engine based on the one fitted to the 911 Carrera 4. Producing 360 bhp, the new model had larger 18-in. wheels, lower suspension, a front anti-roll bar and a more aggressive look.

Still, the newer and more potent Turbo was not enough for some, so Porsche also offered an optional X88 factory upgrade, which raised the output to 385 bhp. With modified cylinder heads, bigger cams and turbocharger, the new Turbo was one of the most exciting supercars on sale. Despite its breath-taking performance and exhilarating figures, few cars were fitted with this desirable power upgrade, either direct from the factory or post-delivery. As a result, 3.6-litre Turbos with the X88 package are among the most rare and desirable of the entire 964 range.

Equipped with the desirable X88 engine package

Documented ownership record, backed by detailed service information

One of the ultimate Porsche 911 Turbos



This stunning 1993 964 Turbo 3.6 was specified with a black exterior over a black leather interior and polished wheels. Delivered as standard, with the 3.6-litre engine, later, it was sent to Porsche Strasbourg for fitting of the desirable X88 pack. Throughout its life, this Turbo 3.6 has been well maintained, as evidenced by a comprehensive range of service stamps and a large number of invoices, which accompany the car. Presented now in excellent condition, with fewer than 80,000 km on the odometer, this hugely desirable X88-equipped 911 Turbo 3.6 would make a significant addition to any Porsche collection.

241



242 □ 1991 BENTLEY TURBO R

CHASSIS NO. **SCBZR03AXMCX34914**
ENGINE NO. **74442 L410 I TKL**

Offered from the Youngtimer Collection

Retains its original engine

Highly compelling original colours of Royal Blue over St James Red

Accompanied by its original manuals

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



243 □ 1990 BENTLEY TURBO RL

CHASSIS NO. **SCBZP03A4LCX31317**
ENGINE NO. **70390 L410 I TKL**

Offered from the Youngtimer Collection

Presented in its original colours and retains its original engine

One of just 99 examples built in LHD for the 1990 model year

€20.000 – €30.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



244 □ 1999 BMW 750i L7

CHASSIS NO. **WBAGK61010DG10301**

Offered from the Youngtimer Collection

One of only 899 E38 L7-specification 7 Series built

Finished in BMW Individual Orientblau metallic

Delivered new to Japan

€25.000 – €30.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



245 □ 2000 BMW ALPINA B12 6.0 LANGVERSION

CHASSIS NO. **WAPBC60L01LD32017**

Offered from the Youngtimer Collection

The only B12 6.0 Langenversion finished in Titanium Silver

Delivered new to Japan

€25.000 – €35.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**

See page 7 for VAT status explanation.



□ **2007 DAIMLER SUPER EIGHT** 246

CHASSIS NO. SAJCA82R28TH24971

Offered from the Youngtimer Collection
Delivered new to Belgium
Under 40,000 km from new
Amongst the last of the Daimlers

€15.000 – €20.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.

□ **1993 JAGUAR XJS V-12** 247

CHASSIS NO. SAJJKES4EP188497

Offered from the Youngtimer Collection
Desirable colour combination and delivered
new to Japan

€15.000 – €20.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



□ **1997 MERCEDES-BENZ CL 600** 248

CHASSIS NO. WDB1400761A374393

Offered from the Youngtimer Collection
Highly attractive Violan metallic over grey
colour scheme
Delivered new to Japan
Last serviced in 2016

€25.000 – €30.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



□ **1991 MERCEDES-BENZ 560 SEC** 249

CHASSIS NO. WDB1260451A577664

Offered from the Youngtimer Collection
Desirable and seldom-seen Pearl Grey
Metallic over Blue leather
Delivered new to Japan

€25.000 – €30.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



250

 1966 ASTON MARTIN DB6

CHASSIS NO. **DB6/2590/R**
ENGINE NO. **400/2607**

€300.000 – €340.000

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**

See page 7 for VAT status explanation.

Retains its original engine

Sporting its original colour scheme of Fiesta Red over Black leather

Delivered new to England, professionally converted to LHD specifications

Built in January of 1966, this Aston Martin DB6 bearing chassis no. DB6/2590/R was originally finished in Fiesta Red over a black leather interior, optioned with chrome wheels, a heated rear windscreen and a Motorola Radio. It would remain in its native England in its early days and was first delivered to Crabtree & Nicol of Sheffield and was later bought by Henry Wigfall & Son Ltd. Subsequently owned by a Mr. Law, it was sold to Stephen Ross in the 1980s who exported the car to Calgary, Canada.

In 1985, this DB6 underwent a left-hand-drive conversion with support and assistance from the factory. At the same time, it was fitted with power steering (a rare, yet desirable option first offered with the DB6). The DB6 underwent an extensive renovation beginning in 2005 by



Canadian specialists Auto-Mann. Technical support and parts were supplied from marque specialist R.S. Williams of England, with additional components sourced from the highly respected specialists Steel Wings in Ivyland, Pennsylvania.

During the restoration, the original engine block, head and carburettor pots were retained, and it was fitted with new pistons, rods and valves. Furthermore, the complete braking system was rebuilt with factory pots. The leather was entirely re-trimmed and all-new Wilton wool carpeting was laid, as was a new headliner. Extreme care was taken to use factory build techniques to create as original a look and feel as possible, both inside and out.

After work was completed in 2006, Brian Ford of California would become the DB6's next owner, and

it was sold the following year. The subsequent owner installed new springs, shocks and tyres and replaced the anti-roll bar for improved handling, a common upgrade known as the Harvey Bailey handling package. This programme included further attention to the brakes and the suspension overall.

Returning to Europe, the car was sold to a collector in Switzerland who kept the car in his collection alongside over 50 automobiles. In late 2015 the car was sent to Aston Riviera Cars of Paris, where it was freshly serviced. The car has been exceptionally well preserved since then and is presented in beautiful condition. Perfectly bridging the gap between performance and luxury, the DB6 is a wonderful car for someone looking for Aston Martin's quintessential 1960s style with added practicality. It would make for a great long-distance tourer.



251 1972 LANCIA FULVIA

CHASSIS NO. **818.360.035406**

Formerly owned by Prince Rainier III of Monaco

1.3-litre, 90-bhp four-cylinder engine with five-speed gearbox

A lovely driver's Fulvia with royal history

€20.000 – €30.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **MONEGASQUE CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.



252 1971 LANCIA FULVIA COUPÉ RALLYE 1,3HF 'FANALONE'

CHASSIS NO. **818.630.007163**

Participated and finished the Rally Monte-Carlo Historique in 2017 and 2019

Fully rebuilt for vintage rally use in 2016

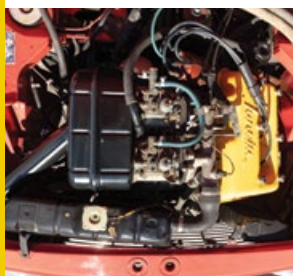
Ready for continued use in vintage racing events

€30.000 – €40.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **ITALIAN LIBRETTO**

See page 7 for VAT status explanation.



253 1970 LANCIA FULVIA COUPÉ RALLYE 1,6HF 'FANALONE'

CHASSIS NO. **818.540.001810**

€60.000 – €70.000

DOCUMENTS: **ITALIAN LIBRETTO**

See page 7 for VAT status explanation.

Delivered new to Italy with just four owners from new

Presented in highly original and unrestored condition

Accompanied by its original Italian Libretto

One of about 1,258 such examples manufactured in 1969–1970

Ready to race, drive and enjoy



1992 LANCIA DELTA HF INTEGRALE EVOLUZIONE 'MARTINI 5'

CHASSIS NO. ZLA831AB000567800
ENGINE NO. 831E5.000 1371077

€120.000 – €140.000

DOCUMENTS: UK V5
See page 7 for VAT status explanation.

The 111th of 400 'Martini 5' Delta HF Integrale Evoluzioni built

Four Italian owners from new

Includes its original owner's manual with supplement, service book and ASI Certificate of Identity

Beginning in 1987, the World Rally Championship shifted to production-based Group A cars. Lancia responded by adapting the all-wheel-drive system from the preceding Group B S4 to the Delta HF. The resulting Delta HF 4WD/Integrale would go on to become the most successful rally car of all time, winning the World Rally Championship for six consecutive years, from 1987 through 1992.

The ultimate homologation version of the Integrale was the Evoluzione, built in 1991-1992 with a 16-valve engine producing 210 bhp in street tune. Although the Integrale would go on to win an astonishing sixth WRC championship in private hands, in 1992 Lancia retired from factory competition and commemorated its already-

impressive five consecutive world championships with the first of a series of Special Edition Evo 1s. Wearing the iconic Martini Racing livery of Lancia's long-term Works team sponsor, the 'Martini 5' Special Edition was issued in 400 numbered examples.

The 'Martini 5' serial no. 111 was built in February 1992 and purchased by Alvaro Nanni, who registered it in Ravenna on 11 September 1992. After 20 years of ownership, it passed to Giannantonio Bussinello of Verona and one other owner before being purchased by the current seller. It is in remarkably original condition, particularly its distinctive interior. In 2015 the car received a full service, including cam belt replacement and turbo reconditioning.

Even a quarter century after its production, the legendary Delta HF Integrale Evoluzione continues to set the standard for performance and road-handling. This is an amazing opportunity to acquire an Evo 1, in a rare 'Martini 5' Special Edition.



254



255

1975 LANCIA STRATOS HF STRADALE

COACHWORK BY **BERTONE**
ENGINE NO. **829ARO 001832**

€480.000 – €520.000

DOCUMENTS: **ITALIAN LIBRETTO**
See page 7 for VAT status explanation.

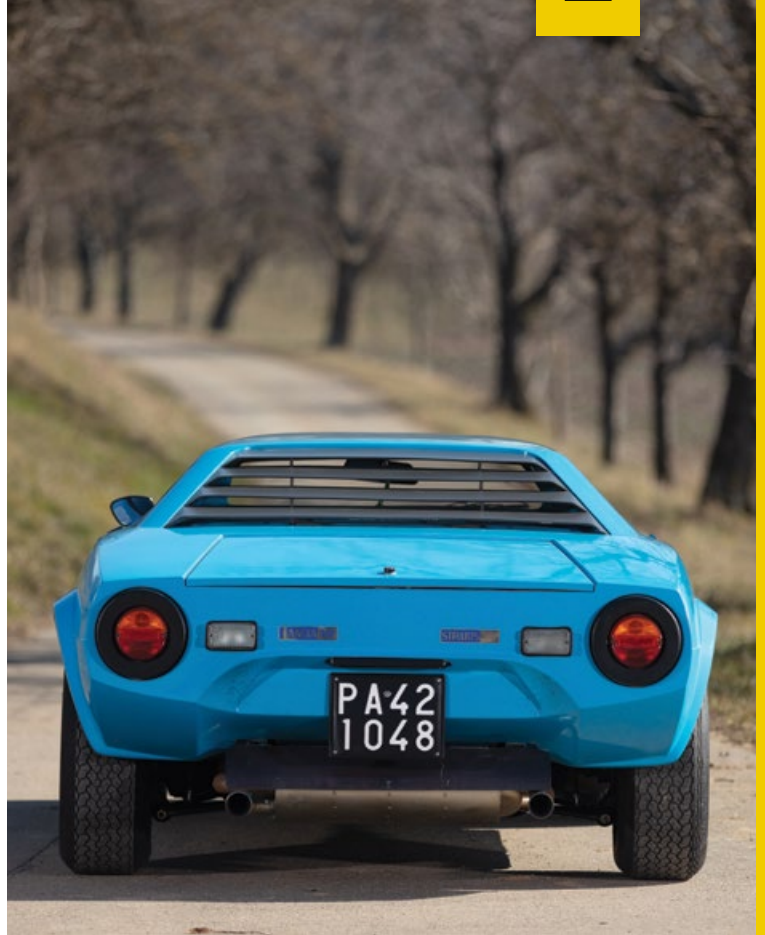
The 323rd of roughly 492 examples produced

Three owners and 11,800 km from new

A preserved example in remarkably original condition, amongst the very best in existence

Accompanied by its original libretto, owner's manual, tool kit and jack

The legendary Lancia Stratos HF is the ultimate rally icon of the Group 4 era. It changed the face of international rally as the first purpose-built rally car in an age of modified production cars. Rather than build the 1,000 units needed to qualify for Group 3, and only afterwards apply the allowable Group 4 modifications, Lancia committed to building the 500 examples required for Group 4 homologation as a thinly disguised rally car for the street.



The 'Stratos HF' ('HF' for 'High Fidelity') was developed as a collaboration between Lancia and Bertone. Designed by Marcello Gandini, the car was introduced in November 1971 at the Turin Motor Show. The Stratos was built with a central steel monocoque, with steel front frame legs and box-section rear subframe, carrying lightweight glass fibre doors and hinged 'clamshells' at front and rear. The car was powered by a mid-mounted, transverse 2.4-litre Ferrari Dino V-6 that Enzo Ferrari only reluctantly agreed to supply, fearing the new car would overshadow his own Dino 246.

Stratos body shells were built by Bertone at its Grugliasco Works, and then shipped to Lancia for final assembly at Via San Paolo. Homologation for Group 4 required that 500 examples be built within a 24-month period. In practical terms, this did not require 500 completed cars, but rather enough chassis and components to complete that number.

Production began on 1 July 1972, and only 183 examples were completed by the end of 1974. However, the FIA determined that enough components and completed body shells existed to confirm Group 4 homologation on 1 October 1974. Body production and final assembly would continue through 1975, and although there is some uncertainty, the best estimate is that Lancia eventually completed 492 examples.

The Stratos HF made its competition debut in November 1972 on the Tour de Corse, running as a prototype, and saw its first successes the following year, with wins on the Tour de France and the Firestone Rally, and a 2nd place at the Targa Florio. With its diminutive size, extraordinary agility and powerful V-6, the Stratos quickly established itself as a dominant force in rally, winning the WRC championship three years in a row, 1974-1976, and firmly established itself as a legend by continuing to win in private hands as late as 1981.



Lancia's production records coordinate chassis no. 829AR0 001832 with Bertone body no. 397 and confirm the original colours of Azzurro with 'Serenio' carpets, black Alcantara seating surfaces, black seat shells and dashboard and black flocked door panels. Body no. 397 left Bertone's Grugliasco Works on 21 October 1974, and Lancia completed assembly about 12 weeks later, on 9 January 1975.

Chassis no. 829AR0 001832 was sold to Guido Bignardi of Palermo, first registered PA 421048 on 21 February 1975. Remarkably, Bignardi kept the car for 30 years before selling it to Carlo Pungetti of Bologna on 20 March 2015. Pungetti retained the car for 10 years, when it was purchased by the current owner.

It has never been restored, remains original throughout and appears as-delivered without the optional roof spoiler and roof-mounted air deflector. The paint appears largely untouched, and the interior remains totally original, remarkably including undamaged seats, whose lightweight Alcantara facing is almost invariably seen frayed, if not replaced. The car comes with its original Italian libretto and owner's manual.

A preserved survivor, this Stratos HF Stradale presents the opportunity to own one of the most original remaining examples of this rally legend.



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FRIDAY, 12 APRIL 2019 • FREITAG, 12. APRIL 2019



256

○ **1982 LANCIA 037 RALLY
STRADALE**

CHASSIS NO. ZLA151AR00000022

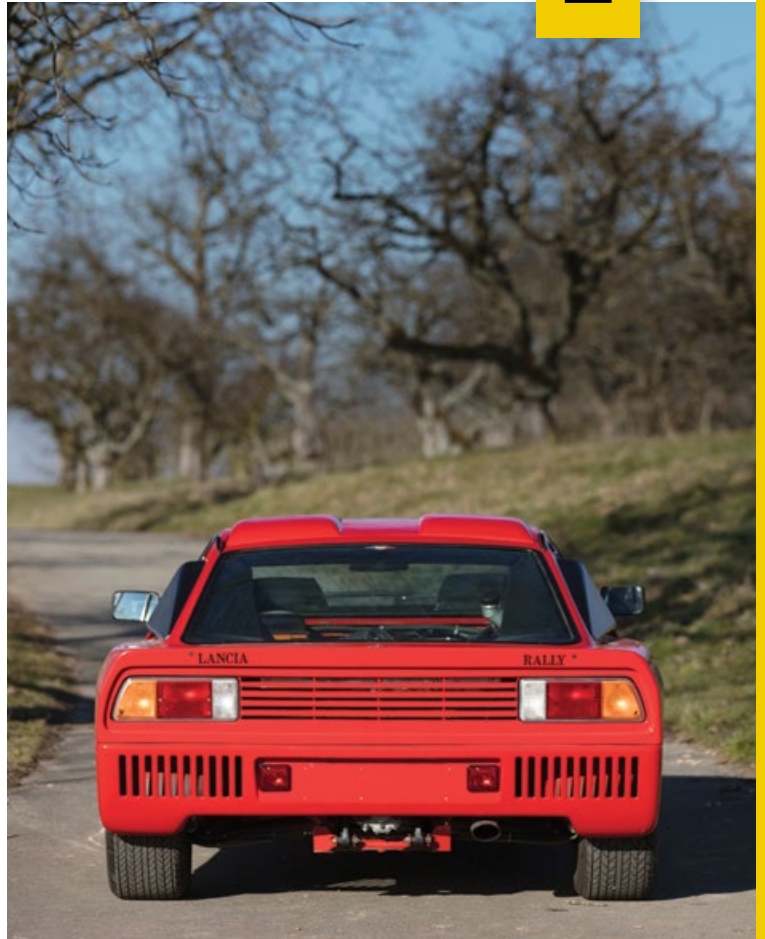
€350.000 – €400.000

DOCUMENTS: ITALIAN LIBRETTO

See page 7 for VAT status explanation.

The 22nd of 217 examples produced
Just three owners and 3,500 km from new
Exceptionally well preserved throughout
Surely one of the lowest mileage
examples in existence

For the 1982 season, the FIA would change its car classification system from numbers to letters, with the rally championship to be contested by the newly created Group B. Homologation required 200 examples, and while that quantity was manageable, the announcement of the new rules left scant time to develop an entirely new rally car. So Lancia turned to the 'modular' approach used for the Beta Montecarlo Turbo, which utilized the central monocoque tub of the production Montecarlo, with engine and suspension carried on tubular subframes front and rear. The new rally car would be given a new rear subframe that would allow its engine to be reoriented longitudinally. To improve throttle response, instead of a turbo, the 037 was fitted with a Roots-type 'Volumex' supercharger. The new car, officially named simply 'Rally', was introduced to the public in March 1982. It was homologated on 1 April 1982, by which time 207 examples had been completed.



The 1982 season was one of development. But in the hands of drivers like Walter Röhrl, Markku Alén and Attilo Bettega, the 037 Rally won the Monte Carlo Rallye, Tour de Corse, Acropolis, New Zealand and Sanremo on its way to winning the 1983 WRC championship – Lancia's fifth rally championship, and the last WRC title by any two-wheel-drive car.

As documented in the car's original Italian libretto, chassis no. 0022 was first registered PA 733158 on 24 May 1984 to Francesco Pio Bignardi from Palermo. The Bignardi family is well known in Italian rally circles, but 022 remained a road-going example and was not used in competition. Carlo Pungetti of Bologna purchased the car in 2005, but never registered it. Instead it remained warehoused with the rest of his collection. In 2015, it was sold to the current owner in Germany. Today, chassis no. 0022 remains in unrestored condition and presents a rare opportunity to acquire an important Group B homologation special.



257

○ **1985 LANCIA DELTA S4
STRADALE**

CHASSIS NO. **ZLA038AR000000155**
ENGINE NO. **233ATR18S**

€450.000 – €550.000

DOCUMENTS: **CANCELLED GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

Highly original with under 2,200 km from new
Accompanied by its original books and tools
One of only 200 Stradales ever built
Lancia's iconic Group B homologation Special

The 1980s went down in history as one of the most extreme and exciting eras in motor racing. Racing vehicles were producing insane amounts of power: from F1 to motorcycle GP racing, everything was thrilling to drive and required immense concentration and skill from the drivers. Perhaps the most radical series of this era was Group B rallying: dominated by cars with insane amounts of power racing down tight dirt roads, it was surely a spectacle to see in its time. In this era, it was a feast for homologation specials: from Renault 5 Maxi Turbo to Audi's S1 Quattro to Lancia's own 037.

Perhaps the most famous of them all is the Delta S4 Stradale: If you're looking for the ultimate



homologation special, look no further than this Turinese beast. Developed jointly by Abarth and Lancia, it was a sensation: powered by Eng. Lombardi's 1.8-litre four-cylinder that was both supercharged and turbocharged, it was a formidable fighter in racing trim, putting out no less than 500 bhp.

The S4 was also Lancia's first four-wheel drive vehicle, implementing three differentials of which one is a viscous central differential that splits the torque at the 30% front and 70% rear. In order to satisfy homologation requirements, Lancia built no more than 200, with notable hardships to sell them:

as by the end of the 1990s, some of them were still languishing in showroom deposits!

A true time capsule, this 1985 Delta S4 Stradale has covered only 2,196 km in its 30-plus year history. According to the owner, the car was originally delivered to Italy, then later sold to France before passing to an owner in Germany before returning to its native Italy with the current owner. In his ownership, the car was fully serviced in July of 2018. It is accompanied by its original books, documents and tool kit. Finished in the classic combination of rosso over a lovely tan Alcantara interior it is a brilliant example of Lancia's rally icon.





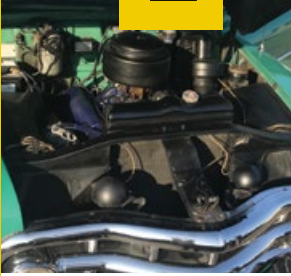
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FRIDAY, 12 APRIL 2019 • FREITAG, 12. APRIL 2019



258

1950 CADILLAC SERIES 62 CONVERTIBLE

CHASSIS NO. 506286361

€50.000 – €60.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **ITALIAN LIBRETTO**

See page 7 for VAT status explanation.

Exported from the U.S. to Italy in 1999

Stunning Glacier Green over Dark and Light Green leather

The most desirable Cadillac model for 1950



259

1959 ALFA ROMEO 2000 SPIDER

COACHWORK BY **TOURING**

ENGINE NO. **AR 102.04 00384**

ENGINE NO. **AR 00204 00428**

€70.000 – €100.000

DOCUMENTS: **BELGIAN CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.

Offered from 23 years of single ownership

Comprehensively restored by marque specialists in the UK and Italy

Just over 6,000 km covered since restoration

Early and stunning example of Touring's 2000 Spider



1976 PORSCHE 911 TURBO

CHASSIS NO. 9306700564
ENGINE NO. 6760675

€150.000 – €200.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **GERMAN FAHRZEUGBRIEF**

See page 7 for VAT status explanation.

Recent comprehensive restoration in Germany

Desirable 'Triple-Black' interior
with Guards Red paintwork

Rare non-sunroof, 3.0-litre Turbo

The 911 Turbo was unveiled at the 1974 Paris Auto Show and as the first production car to be fitted with a turbocharger, it was promptly dubbed Porsche's first supercar. While it was expensive compared to the rest of the 911 line, it was quite reasonably priced for the performance and quality it delivered. Exhaust-driven forced induction, a system perfected through Porsche's racing program, gave the first-generation Turbo a solid 260 bhp from just three litres of displacement. The Turbo was capable of reaching 100 km/h in about five seconds and a maximum of almost 260 km/h, making it the company's fastest-ever road car. Turbos carried distinctive bodywork, with exaggerated fender flares to cover wider wheels and tires and a new 'whale-tail' rear-deck spoiler and front air dam to keep this beast planted on the road.

Because of their lighter weight, early Turbos such as this are highly sought-after around the world, as befits a flagship performance automobile.

Here is a delectable example of Porsche's awesome 911 Turbo from the 1976 model year, finished in the always-popular Guards Red with black Turbo graphics over a black leather interior. Along with the standard and very extensive Turbo equipment package, it was ordered with an optional black headliner and a heavy-duty starter motor. Sold new by the Glöckler dealership in Stuttgart on 6 May 1976 and with a known history, it has been driven barely 7,000 km since a full restoration by a marque specialist in Germany and presents beautifully throughout.

Thrilling to drive in every respect, the 911 Turbo was the performance benchmark of its day and remains an icon of performance and automotive engineering to this day. Every Porsche enthusiast should experience the thrill of Porsche's rawest form of street-legal turbocharging.



260



261

1936 ROLLS-ROYCE PHANTOM III SEDANCA DE VILLE

COACHWORK IN THE STYLE OF INSKIP
CHASSIS NO. 3BT 161
ENGINE NO. U-48-H

€135.000 – €235.000

DOCUMENTS: **DUTCH KENTEKENBEWIJS**
See page 7 for VAT status explanation.

Fitted with current coachwork in the style of Inskip in 1992–1993

Shown at the prestigious Villa d'Este and the Concours at Paleis het Loo

One of just 727 Phantom IIIs built from 1936 to 1939

Initially dubbed the Spectre, the Phantom III carried on the use of spectral names for Rolls-Royces to come, including the Wraith and Spirit. And once again, as a Rolls-Royce it was almost sinfully well built. Little wonder these cars were called the 'Best in the World'. The Phantom III was the first Rolls-Royce to be powered by a V-12 engine – incredibly complex, yet silent, smooth and powerful – and was Rolls-Royce's response to its American competitors during the cylinder wars of the late 1920s.

It was also the first Rolls-Royce to feature independent front suspension along with hydraulically adjustable shock absorbers and an on-board jacking system. The Phantom III was a remarkable automobile; all

6,200 lbs. of it! Despite the weight, it is motivated by a 160-bhp 7.3-litre twelve-cylinder engine capable of a 16-second 0–60 mph dash. This is one of 727 Phantom IIIs built by Rolls-Royce between 1936 and 1939.

Rolls-Royce Foundation records indicate that chassis no. 3BT 161 was sold to J.S. Inskip, Inc. on 12 January 1937 to customer John Paine of Troy, New York. The chassis arrived in the U.S. on the S.S. Scythia on 24 May 1937. Fitted with five-passenger, enclosed drive saloon Inskip coachwork, the RRF's Schoellkopf Cards provide the provenance of the car, showing a series of U.S. owners in Pennsylvania and Delaware as late as June 1976, at which time the car was noted as being in very poor shape.

At some point the car was shipped to Australia, and there, the current Sedanca de Ville coachwork in the style of Inskip was fitted in 1992–1993. The consignor bought it from Tony Paalman in the late 1990s and attesting to the quality of the work, it has been shown at the Villa d'Este Concorso d'Eleganza in 1997 and Paleis het Loo in the Netherlands. A gorgeous example of one of Rolls-Royce's most exceptional automobiles, it will surely attract lots of attention wherever it goes.





1929 CHRYSLER SERIES 75 ROADSTER

CHASSIS NO. CY 7 L
ENGINE NO. 250162

€110.000 – €130.000

DOCUMENTS: UK V5
See page 7 for VAT status explanation.

Chrysler dropped its four-cylinder models for the 1929 model year renaming them Plymouths as all Chryslers featured six-cylinder engines. The new models were introduced to the public in June 1928 and divided into three series: 65, 75, and Imperial. These were the first Chryslers to feature built-in radiator shutters along with Lockheed internal hydraulic brakes and Lovejoy shock absorbers as standard. A 250-cu. in. 84-hp six-cylinder engine provided motivation among all series.

At a cost of \$1,550 before options, the company produced 6,414 Series 75 Roadsters for the model year. Chrysler quickly developed a reputation for not only engineering excellence, but also for performance. During the running of the 1929 24 Hours of LeMans, a Series 75 Roadster finished 6th overall and 3rd in the Index of Performance (Stoffel/Benoist). That same year at the 24 Hours of Spa, two cars finished 6th (Stoffel/Rossignol) and 11th (Hommel/Delvaux); while at the Mille Miglia, a similar car won the 5.0-litre Class, driven by Leonardi and Barbieri.

Veteran of the LeMans Classic, Grand Prix Nuvolari, and Mille Miglia

Faithful recreation of the 1929 Mille Miglia 5-Litre Class-winning car

Over \$100,000 US spent in preparation for vintage racing

Extensive documentation and history file dating to the 1960s

This Series 75 Roadster is a faithful recreation of the 1929 MM-winning Leonardi/Barbieri car. It was exhaustively and professionally prepared between 2011 and 2015 for the Mille Miglia Storica and Le Mans Classic at a documented cost of more than \$100,000 US. During preparation, a custom intake manifold with three restored Winfield carburetors was fitted along with a newly fabricated aluminium head. New brake and chassis fittings were fabricated in addition to suspension components, exhaust, clutch, ring-and-pinion gear and five custom Borrani hubs and wire wheels.

An extensive history file dating to the 1960s documents the most recent preparations as well as the car's prior life. Also included in the sale are the original factory steel bumpers, artillery wheels, fuel system, carburettor and intake manifold, folding top and weather equipment.

Recently serviced and now a veteran of the 2012 Le Mans Classic, 2012 Grand Prix Nuvolari, and the 2013 and 2015 Mille Miglias, this jaunty Chrysler is now ready for its new owner.

262



263

1995 FERRARI F355 GTS

CHASSIS NO. ZFFPR42B000103016

€60.000 – €80.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION***See page 7 for VAT status explanation.*

Recent service by Charles Pozzi

Equipped with the desirable six-speed manual transmission

Quintessential Rosso Corsa over Nero leather interior

Rare, targa-topped GTS model



264

**2002 FERRARI 575M
MARANELLO**

CHASSIS NO. ZFFBT55B000128446

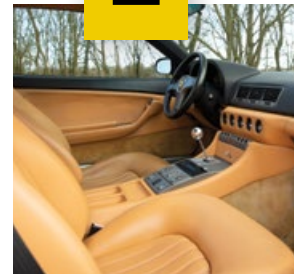
€70.000 – €90.000DOCUMENTS: **CANCELLED GERMAN FAHRZEUGBRIEF***See page 7 for VAT status explanation.*

Only 11,900 km from new

Wonderful colours of Argento Nürburgring over Blu Scuro

Italian-delivery example

Fitted with Ferrari's F1-style gearbox



1996 FERRARI 456 GT

CHASSIS NO. ZFFSD44S000100189

€60.000 – €80.000

DOCUMENTS: UK V5

See page 7 for VAT status explanation.

Le Mans Blue with Cream leather interior
A rare and desirable six-speed manual example
European specification and delivery
with only 57,000 km from new
Fresh from service inspection with
marque experts Riverside Performance
Engineering with a new UK MOT

265



1997 FERRARI F355 SPIDER

CHASSIS NO. ZFFXR48B000108729

€70.000 – €90.000

OFFERED WITHOUT RESERVE

DOCUMENTS: FRENCH CERTIFICAT D'IMMATRICULATION

See page 7 for VAT status explanation.

Recently serviced by Charles Pozzi
Desirable manual transmission example
Less than 36,500 km from new
Delivered new to Switzerland

266



267

1970 FERRARI DINO 246 GT

COACHWORK BY SCAGLIETTI
CHASSIS NO. 00840

€200.000 – €300.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **DUTCH KENTEKENBEWIJS**
See page 7 for VAT status explanation.

Recent, bare-metal restoration
Finished in its striking original
colour of Blu Sera Metallizzato
Properly sorted and ready to be enjoyed

Intended as the debut model of a 'junior' Ferrari range upon its unveiling at the 1967 Turin Motor Show, the Dino 246 GT's predecessor, the 206 GT, boasted a lightweight, mid-engine chassis with a transversely mounted 2.0-litre, all-alloy four-cam V-6 engine, making it capable of 160 bhp and a top speed of 235 km/h. Curvaceous, aerodynamic aluminium coachwork by Pininfarina and a name honouring Enzo Ferrari's late son, Alfredo, completed the package.

The Dino 246 GT, introduced in 1969, was built on a slightly longer wheelbase, employing steel for the bodysheet and cast iron for the engine block. A new, more powerful 2.4-litre V-6 engine produced 195 bhp



at 7,600 rpm and propelled the 246 GT to just under 242 km/h. Coupled with its ability to outperform even Ferrari's twelve-cylinder supercars on twisty roads, made it the benchmark sportscar of its time and a coveted car by enthusiasts today.

This superb example was sold new in June of 1970 by Italcara in Turin, Italy. In 1975, it was shipped to Australia. There it was changed from its original LHD configuration to RHD in order to drive legally on the roads of that country. The Dino remained in Australia until November 1998 when it was exported to the UK, acquiring the registration ANM 275H in Great Britain. In 2002 the Dino was issued a new personalized

registration of DAJ 12. In 2007 it was passed to a Belgium dealer, then to a German dealer and then to a private German collector in 2010. At some point, the car was repainted red and was converted back to LHD, although the exact date of the conversion is not known. The Dino's current owner acquired the car in 2013 through a Dutch dealer.

The Dino was treated to a high-quality restoration that included stripping the car's body to bare metal and painting it back to Blu Sera Metallizzato, just as it left the factory. According to its current owner, this stunning 1970 Dino 246 GT is properly sorted, ready to be enjoyed and an absolute pleasure to drive.

268

◆ 1970 FERRARI 365 GTB/4 DAYTONA BERLINETTA

COACHWORK BY SCAGLIETTI
CHASSIS NO. 13183
ENGINE NO. B 272

€550.000 – €650.000

DOCUMENTS: **DUTCH KENTEKENBEWIJS**
See page 7 for VAT status explanation.

Desirable European example with Plexiglas nose
Equipped with factory air conditioning
Retains its original engine
Recent service work by Joe Macari
Ferrari Classiche certified





Ferrari's unveiling of the 365 GTB/4 Berlinetta at the 1968 Paris Salon ushered in a new era of design and cutting-edge performance for the marque, as well as the automotive industry itself. Rather than opt for a mid-engined car like the Lamborghini Miura P400, Ferrari proclaimed that its tried-and-true, front-engined V-12 platform could easily compete and outpace the Miura.

Quickly 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 road-going 365 GTB/4 could easily live up to its name. With 352 bhp on tap, it could sprint to 100 km/h in 5.5 seconds, leading towards a top speed of 280 km/h. This achievement crowned the Daytona as the world's fastest production car, beating the Miura P400 by roughly 5 km/h.



Chassis no. 13183 was originally completed at Ferrari's facilities in Maranello in February of 1970. It emerged from the factory finished in Rosso Chiaro (20-R-190) paintwork over a Nero (VM 8500) leather interior, built to left-hand-drive European specifications, equipped with the early Plexiglass nose, as well as power windows, a radio, knock-off Cromodora alloy wheels and the desirable factory air-conditioning. It would remain in its native Italy and was delivered to Romeo Pedini, Ferrari's dealer in Perugia, Italy. Its first owner would be a Mr Rossi, who purchased the car that same month.

Registered under registration no. PG 157308, the car remained in Italy until at least 1973 prior to moving to Milan. At some point thereafter, it was exported to the U.S. and noted as being in the ownership of Avi R. Brand of Woodbury, New York, a small town north of New York City by 1979. In 1982 it was sold 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. Boasting an older restoration, the car received a recent cosmetic freshening and is presented today in its as-delivered colour combination.

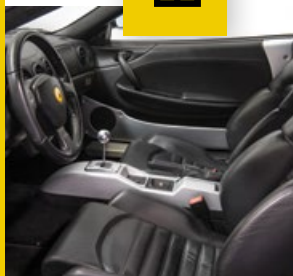




In December 2018, the Daytona was shipped to Joe Macari's workshops in London, an authorized Ferrari aftersales service centre. There, the car received some service work, with the intention of bringing it in line for Ferrari Classiche certification. It was fitted with a correct type brake fluid reservoir and wood-rimmed steering wheel, amongst other minor items. Now granted Ferrari Classiche certification, the accompanying 'red book' states that it retains its original engine but is fitted with a replacement gearbox of the correct type.

An icon of performance and engineering, the Daytona is a staple of any world-class Ferrari collection for its stunning good looks, impressive performance and grand touring capabilities. An early example now boasting Ferrari Classiche certification, this example would be a thrilling addition to any collection.





269

1999 FERRARI 360 MODENA

CHASSIS NO. ZFFYR51B000124916
ENGINE NO. 62211

€60.000 – €80.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **SPANISH PERMISO DE CIRCULACION**

See page 7 for VAT status explanation.

Less than 10,000 km from new
Desirable manual transmission example
Presented in beautiful condition throughout and ready to be enjoyed
Accompanied by a tailor-made car cover



270

1954 JAGUAR XK 120 SE ROADSTER

CHASSIS NO. S 676366
ENGINE NO. F 4079-8S

€80.000 – €100.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **GREEK VEHICLE REGISTRATION DOCUMENT**

See page 7 for VAT status explanation.

Desirable 'Special Equipment' model with C-Type-style cylinder head
Stunning dark blue over beige colour scheme
Regularly serviced and maintained in current ownership



1959 PORSCHE 356 A 1600 COUPÉ

COACHWORK BY REUTTER
CHASSIS NO. 106834

€120.000 – €140.000

DOCUMENTS: **PROOF OF EC TAXES PAID**
See page 7 for VAT status explanation.

Recent restoration completed in 2018
U.S.-delivery example

Porsche introduced the 356 A for the 1956 model year. The car featured minor changes to the original 356 design, the most notable of which was the single-piece, curved panoramic windscreen. The car's simple, lightweight design and excellent handling characteristics made it a favourite among motoring enthusiasts, a position it still enjoys today. The 356 A was produced through 1959, at which point it was succeeded by the 356 B.

This stunning 1959 Porsche 356 A Coupé, amongst the final As produced, was delivered new to California. Though the earliest history is unknown, the ownership history since 1993 is fully documented. Beginning in 1992, when the car was first imported to Turin, it was owned by a Sr. Giuseppe Dalmas. In 2001, the car was then sold to Andrea Chiappa, who passed the



car to the consignor in 2016. A full restoration was completed on the car at the end of 2018, and it is in exceptional condition throughout and fully ready for its new owner.

Accompanying the car is the original California title, documentation confirming its importation to Italy, as well as correspondence from Porsche Italy which confirms the original equipment with which this 356 A left Zuffenhausen, namely U.S.-specification bumpers, sealed headlights and rear view mirror. It also confirms that the Silver Metallic paint applied at restoration is the original colour for the car.

With its high level of restoration, documented history and superb presentation, this 356 A is an ideal addition to any collection of sports cars.

271



272

† 2013 BUGATTI VEYRON 16.4
 GRAND SPORT VITESSE

CHASSIS NO. VF9SV25223M795027
 ENGINE NO. CLB001063

€1.500.000 – €1.700.000

DOCUMENTS: **RUSSIAN VEHICLE REGISTRATION DOCUMENT**
 See page 7 for VAT status explanation.

Specifically built by Bugatti for display at the 2013 Geneva Motor Show

Numerous custom touches throughout, including exposed carbon fiber bodywork

Virtually as new throughout with less than 550 km from new

One of only 92 Grand Sport Vitesse built and 47 delivered in 2013

By 2012, Bugatti was finally hitting its stride. Well into Veyron production, the marque found the customers were salivating for something more, if such a thing was even possible from the starting point of a 1,001-bhp hypercar. Yet again, Bugatti shocked the world and introduced two new models to satisfy their needs, the convertible Grand Sport and the even more powerful Super Sport. But, Bugatti was not done yet.

Offering customers the best of both worlds in terms of the open-air experience of the Grand Sport and the additional 200 bhp found in the Super Sport, the Grand Sport Vitesse was the Veyron's swansong and the most desirable iteration of the model. Performance remained remarkably similar to the Super Sport, as it was capable of achieving 0–100 km/h in 2.6 seconds



On display at the 2013 Geneva Motor Show. Courtesy of Matthias Kierse



and a top speed of 410 km/h, making it the fastest production roadster ever built. Bugatti's engineers also took the time to strengthen the chassis in order to reduce body roll during hard acceleration, deceleration and cornering, ensuring that the car's performance would not be compromised due to its lack of a fixed roof.

Instead of being built for a specific client, this Grand Sport Vitesse, chassis no. 795027, was held back for what is arguably the most important motor show of the year, the Geneva Motor Show. Produced in early 2013, the car was first seen in Geneva on Bugatti's stand alongside a Grand Sport and another Vitesse. Using the motor show as the perfect excuse to show off the level of customization that could be ordered with the Veyron, exactly one year after the model was first unveiled at the same event, Bugatti built this car





to EU specifications very tastefully in a fully exposed black carbon fiber over an interior trimmed in two-tone Gaucho and Beluga Black leather and Bugatti Light Blue stitching.

Furthermore, the car was optioned with blue brake callipers, exterior mirror supports in brushed aluminium, chrome horseshoe grill mesh, Vitesse wheels in a diamond cut finish, sport comfort seats, 'Vitesse' embroidered in Bugatti Light Blue on the headrests and on the transmission tunnel, a painted interior rear view mirror and door sill plates reading 'Geneva Motorshow 2013'. After the conclusion of the

show, the Veyron was delivered to Moscow, Russia, where it has remained ever since. There, it remained exceptionally well preserved and today, it has been driven less than 550 km from new and presents in virtually as-new condition throughout.

Truly a landmark automobile in all regards, no vehicle thus far into the 21st century has been as highly sought after as the Veyron, and within the model's hierarchy, the Grand Sport Vitesse stands proud as the Veyron to have. This example, with under 550 km on its odometer and Geneva Motor Show history, this is surely one of the best examples in existence.



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ESSEN



FRIDAY, 12 APRIL 2019 • FREITAG, 12. APRIL 2019



273

*** 2017 FERRARI
CALIFORNIA T
70TH ANNIVERSARY**

CHASSIS NO. ZFF77XJB000226893

€275.000 – €300.000

DOCUMENTS: BILL OF SALE

See page 7 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).

Livery no. 68: The Pinnacle

Inspired by the LaFerrari

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

Single ownership from new and virtually as new with delivery mileage

Eager 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.

Of the 70 different liveries, the one worn by this California T is one of the later liveries, specifically 'The Pinnacle', which celebrated the LaFerrari. Externally,



the car is painted in Rosso Corsa with a Nero roof, wing mirrors and door handles, and the wheels are painted matte black. Inside, the dashboard and steering wheel are covered in black leather while the seats and lower dashboard wear a high-quality Siam red leather with a fine grain designed to recall the bucket seats in the LaFerrari. The carpets are black mycroprestige, a high-tech material, which was developed specifically for Ferrari that is soft to the touch. Carbon fibre trim can be found throughout the interior, including on the shifter paddles and the steering wheel.

Delivered new to its first and only owner through Scuderia Monte Carlo, Ferrari's official dealer in Monaco, it has only accumulated delivery mileage since new and remains in virtually as-new condition throughout. The California T's boasting 70th Anniversary liveries remain the most desirable examples of their breed. Celebrating the race-breed nature of the brand yet comfortable and practical enough to be used on a daily basis, this California T would be an exciting addition to any collection.





274

2005 FERRARI SUPERAMERICA

CHASSIS NO. ZFFGT61B000144858

€275.000 – €325.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

Recently serviced by Charles Pozzi
Italian-delivery example
One of only 559 Superamericas built

Beginning with the 1956 Ferrari 410, the Superamerica badge has stood for something out of the ordinary; exclusive automobiles for the wealthiest clients, featuring the best GT package that Maranello could offer, usually with a sprinkling of added engineering ingenuity. It is fair to say that Ferrari certainly did not dilute this formula when it revived the badge for the 575 Superamerica in 2005. Like its forebears, the modern Superamerica is no slouch; under the bonnet there is a lightly fettled version of the Tipo F133 V-12 engine from the 575 Maranello variant, producing 533 bhp at 7,250 rpm; 0-100 km/h takes just 4.2 seconds, and wind resistance will only overcome Italian horsepower at when the speedometer nudges 320 km/h.



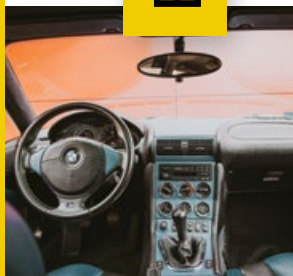
All the while, ingenuity comes in the form of a Leonardo Fioravanti-designed 'Revochromico' pivoting glass roof that permits variable levels of light to enter the cabin, whilst also rotating 180 degrees on its axis with the press of a button, stowing flush to the rear deck. It was the first roof of its kind fitted to a production car and under Pininfarina's careful guidance, its incorporation of the roof into the 575M bodyshell is breathtakingly elegant.

This Superamerica was delivered to its first owner in Italy in June 2005. The same gentleman owned the car for 11 years, during which he covered 23,000 km. In that time the car was serviced by Ferrari-approved dealerships in 2007, 2009 and 2015. The next registered owner acquired the car in March 2016 and has used it sparingly since, covering just over 1,000 km. Its most recent service was carried out at

marque specialist Charles Pozzi in August 2018, and it is now offered for sale showing less than 24,500 km on the odometer.

Fittingly, the car is specified with Rosso Corsa paintwork over Nero interior. It presents beautifully with modular 19-in. wheels and discreet options that set it apart: a rosso tachometer, extended leather dashboard, Daytona-style seats and a carbon fibre trimmed instrument cluster.

There are few finer or more exclusive ways to cover ground than in the driver's seat of front-engined V-12 Ferrari, whether that be attacking a twisting back road or devouring an Autoroute. Reversed for its supreme all-round capability, this 575 Superamerica provides all this with the added thrill of open-air motoring. A true modern classic.



275

1999 BMW M COUPÉ

CHASSIS NO. **WBSCM91030LB56838**

€45.000 – €65.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **POLISH VEHICLE REGISTRATION DOCUMENT**

See page 7 for VAT status explanation.

Desirable Estoril Blue over Estoril Blue and Black Nappa leather

65,000 km from new

Delivered new to Japan

Retains its original owner's manual and service book

Recent full service by current owner



276

2004 BMW M3 CSL

CHASSIS NO. **WBSBL95000JB98713**

€80.000 – €100.000

DOCUMENTS: **POLISH VEHICLE REGISTRATION DOCUMENT**

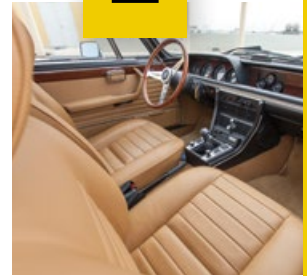
See page 7 for VAT status explanation.

Delivered new to Japan

One of 841 LHD M3 CSLs produced

Accompanied by its original service book

Featured in the Polish BMW magazine *BMW Trends*



□ **1974 BMW 3.0 CS**

CHASSIS NO. 4310286

€30.000 – €40.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **KUWAITI VEHICLE REGISTRATION DOCUMENT**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Finished in desirable Sienna Brown over Beige leather

Tastefully upgraded, including triple Weber carburetors and a five-speed manual gearbox

U.S.-delivery example

277



□ **1988 BMW M635CSi**

CHASSIS NO. WBAEE110802285110

€50.000 – €60.000

DOCUMENTS: **U.A.E REGISTRATION CARD**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Desirable Alpinweiss II over beige cloth interior

Performance and practicality in a brilliant package

278



279

□ **1948 VERITAS
BMW RENNSPORT**

CHASSIS NO. 85123
ENGINE NO. 105542

€450.000 – €550.000

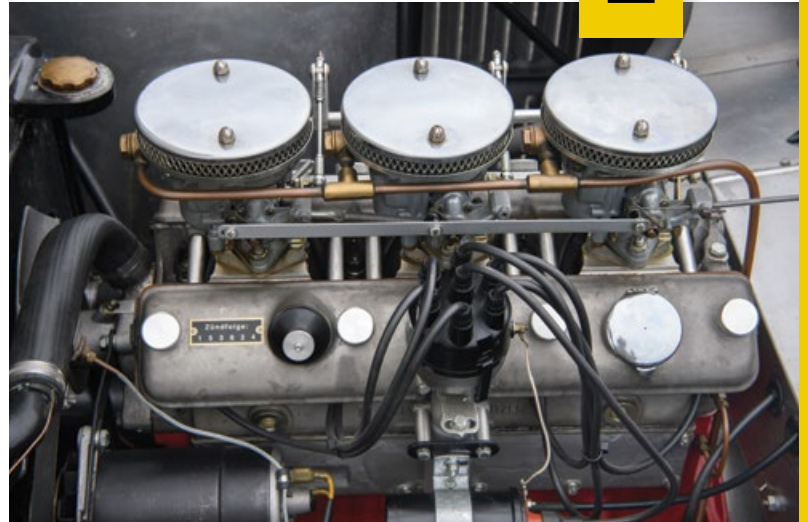
DOCUMENTS: **CANCELLED SWISS CARTE GRISE**

See page 7 for VAT status explanation.

Impeccably restored by BMW/ Bristol Specialists TT Workshops at a cost of almost £100,000

Previous competitor in Plateau C of the Monaco Grand Prix Historique

Hugely eligible and immaculately prepared; ready to compete in vintage racing and rallying



In terms of engineering output—and specifically racing car production—the immediate post-war landscape in Germany was unrecognisable from that prior to the outbreak of hostilities. The domination of the mighty Mercedes-Benz and Auto Union teams in Grand Prix racing in the 1930s was but a distant memory, and the Allies' post-war 'industrial disarmament' plan for Germany had seen industrial production slashed to roughly half the level of 1938, with widespread shortages existing in raw materials, facilities and labour. In the context of motor racing—and in direct contrast to the seemingly limitless development budgets of the 1930s—Germany immediately resolved to adopt a 'make do and mend' philosophy, with the pre-war BMW 328 engine offering a faint glimmer of hope to any aspiring engineers.

The underlying 328 chassis found here bears no. 85123 and was supplied to Chany Wagner, a BMW dealer located in Luxembourg. According to marque specialist Martin Schröder, the car was first registered in September of 1937 to Wagner. It was first seen with Honoré Wagner at a race in Eifel in 1951. Wearing racing no. 18 and entered as 'Wagner Spezial BMW', it finished 5th.

At some point the car was brought to Veritas, allegedly to be converted to RS specifications. This process was begun but was sadly never completed prior to Veritas going out of business. It is thought that the car might have been given to a French employee in lieu of outstanding payment. Unfinished at this time, the car was fitted with homemade bodywork and made its way to France.



In 1978, Jürgen Sinkel, a respected historic racer living in Düsseldorf, found this car in Southern France in poor condition. At this time, it was sporting a Talbot engine and a French Cotal transmission. Fuel filler caps were found next to the windshield mountings for side-mounted fuel tanks, a Veritas trademark. He removed the existing engine and gearbox, installing a Bristol engine and transmission in their place. Thereafter ownership passed to the celebrated Anglo-Iranian collector Fuad Majzub, but the car remained in Düsseldorf until at least 1990, and the car was later transported to renowned BMW and Bristol specialists TT Workshops Ltd. of Westbury, Wiltshire, for a complete restoration, which included painstaking recreation of Veritas RS bodywork.

Purchased by German enthusiast Claas Werner in 1995, the restoration at TT Workshops began in October of that year and was finally completed in the Spring of 1998, at a cost of almost £100,000. After sparing use by Werner in events such as the Eifel Klassik, the car was purchased in 2000 by the current owner, who used it extensively in events as diverse as the 2008 Monaco Grand Prix Historique, 2008 Angouleme Circuit des Remparts and 2012 Eifel Rennen. During its latter-day historic racing career, a further CHF 140,000 was spent on ongoing maintenance and race preparation with respected restoration and race preparation specialists Graber Sportgarage AG of Toffen, Switzerland.

As with many 1950s sports racing cars—and particularly those powered by the wonderfully tractable BMW engine—chassis no. 85123 remains an extremely versatile and usable car, equally at home on either road or track. Eligible for a wide range of motoring events, including the Monaco Grand Prix Historique, Mille Miglia, Colorado 1000, Goodwood Revival and the Royal Automobile Club Woodcote Trophy, it remains a rare, charismatic and highly significant example of early post-war German engineering.





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FRIDAY, 12 APRIL 2019 • FREITAG, 12. APRIL 2019



280

□ **1997 BENTLEY CONTINENTAL T**

CHASSIS NO. **SCBZU23C3VCX53432**

€70.000 – €80.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
 Delivered new to Japan
 One of 322 examples built
 Desirable dark red over beige colour scheme



281

□ **1990 ROLLS-ROYCE CORNICHE III**

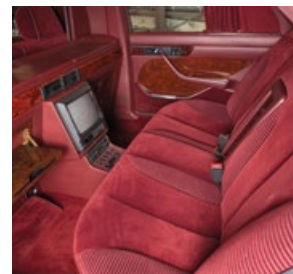
CHASSIS NO. **SCAZD02DLXCX30018**

€50.000 – €60.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
 U.S.-delivery example
 Finished in White over a White leather interior with Red carpets and piping
 The most luxurious convertible in the world upon its release



**1990 MERCEDES-BENZ
560 SEL LIMOUSINE**

CHASSIS NO. **WDB1260391A552760**

€30.000 – €35.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Extended wheelbase/chassis
version of 560 SEL

Arresting and impressive colour scheme of
Almandine Red Metallic over Red velour

Highly original condition as custom-built

282



1994 PORSCHE 928 GTS

CHASSIS NO. **WP0ZZZ92ZR800519**

€80.000 – €100.000

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Arguably the most desirable
Porsche 928 variant

Less than 25,300 km from new

Includes copies of its original order
form and previous invoices

283



284 □ 1998 MERCEDES-BENZ SL 600

CHASSIS NO. **WDB1290761F155349**

Offered from the Youngtimer Collection

One of just 821 SL 600s produced for the 1998 model year

Desirable black over black colour scheme

Equipped with desirable Xenon headlamps from new

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



285 □ 1993 MERCEDES-BENZ S600

CHASSIS NO. **WDB1400761A159856**

Offered from the Youngtimer Collection

Japanese-delivery example, imported to Switzerland in 2015

A fine example of Mercedes-Benz's peerless engineering

€15.000 – €20.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



286 □ 1996 MERCEDES-BENZ S 600 AMG COUPÉ

CHASSIS NO. **WDB1400761A317701**

Offered from the Youngtimer Collection

Delivered new to Japan

Beautifully presented in Polar White over Exclusive Mushroom leather

€25.000 – €35.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.



287 1964 MERCEDES-BENZ 300 SE COUPÉ

CHASSIS NO. **112.021.10.006379**

ENGINE NO. **189.987.10.000138**

A desirable restoration project

Factory left-hand-drive example

Equipped with a manual transmission

Accompanied by a tailor-made car cover

€15.000 – €20.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **UK V5**

See page 7 for VAT status explanation.



□ **2008 BMW M5** **288**

CHASSIS NO. **WBSNB935X8CX10182**

Offered from the Youngtimer Collection
 Delivered new to the U.S.
 Rare six-speed manual transmission
 example, not offered in Europe
 Under 63,100 km from new

€25.000 – €35.000
 OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
 See page 7 for VAT status explanation.



□ **2001 MINI COOPER S** **289**

CHASSIS NO. **SAXXNPAZE1D188526**

Offered from the Youngtimer Collection
 Exceptionally well preserved with
 under 350 miles from new
 One of the last 500 original Mini Coopers built
 Converted from RHD to LHD specifications

€25.000 – €30.000
 OFFERED WITHOUT RESERVE

DOCUMENTS: **U.A.E REGISTRATION CARD**
 See page 7 for VAT status explanation.



□ **1991 BMW 850i**

CHASSIS NO. **WBAEG21000CB05485**

€30.000 – €40.000
 OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
 See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
 Delivered new to Japan
 Finished in classic Silver with black interior



290



291

2000 BMW Z8CHASSIS NO. **WBAEJ11090AF77630****€165.000 – €185.000**DOCUMENTS: **SPANISH PERMISO DE CIRCULATION***See page 7 for VAT status explanation.*

The BMW Z8 was introduced in 1999 as a modern-day homage to the exquisite BMW 507 of the 1950s. Like the 507, the Z8's show-stopping aesthetics were equalled by its performance; beneath the sculpted body sat one of BMW 'M' division's finest powerplants, the S62 5.0-litre V-8 engine, whilst the aluminium space-frame chassis boasted a perfect 50/50 weight distribution. The result was a 0-100 km/h sprint in a conservative 4.7 seconds and a potential top speed of 290 km/h, more than a match for Ferrari's 360 Modena according to *Car and Driver* magazine. Unlike the 360, the Z8 was more than capable of handling duties as an everyday driver, with copious space for two passengers and their luggage for a weekend jaunt.

This E.U.-specification Z8 was first delivered in June 2000 to BMW Andorra to its current British owner. Not only is it noteworthy for being a one-owner example, but it also boasts a full service history with authorized BMW dealers. In 2018, the car was imported to Spain where it has been kept at the owner's residence in Mallorca. Specified in Titan Silver with black leather trim, it presents in fine condition and is accompanied

Single ownership and 59,000 km from new

Regularly serviced by authorized BMW dealerships

Desirable Titan Silver over Black colour scheme

by its matching hard top and previous service invoices, which testify to its fastidious upkeep.

BMW's shining star leading them into the 21st century, the Z8 was the perfect halo car for the company at the time and earned a number of passionate fans from its starring role in the James Bond film *The World Is Not Enough*. Now over 20 years since its design was first shown as a concept, the Z8 has aged exceptionally well and is truly a modern-day classic in every sense.





1992 PORSCHE 911 CARRERA RS

CHASSIS NO. **WP0ZZZ96ZNS491596**
 ENGINE NO. **82391**
 GEARBOX NO. **2003765**

€180.000 – €230.000

DOCUMENTS: **SWEDISH REGISTRERINGSBEVISET**
See page 7 for VAT status explanation.

- Seldom-seen black over purple colour scheme
- German-delivery example
- Retains its original service book

From the motorsport beginnings of Porsche's original 1973 911 2.7 Carrera RS, the RS moniker has always been Porsche speak for one thing: the purest form of 911.

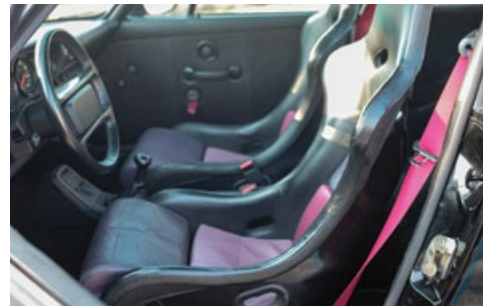
For the 964-generation RS, Porsche employed a revised 3.6-litre flat-six-cylinder engine, boosted by 10 bhp to 260 bhp. Boasting a lightweight flywheel, this was coupled to a transmission equipped with closer ratios, asymmetrical limited-slip differential and steel synchromesh. The suspension was also lowered by 40 mm and a track optimised, non-assisted steering setup used to maximise tactility and feedback.

The RS shunned creature comforts in the pursuit of weight saving; sound deadening, electric windows and cruise control were all removed. Thinner glass was utilised where possible, alongside magnesium-alloy wheels and an aluminium bonnet. Even the stereo became an optional extra. In all, Porsche shaved roughly 150 kg from the regular Carrera. Indeed, *Evo* magazine eulogised that the '(964) RS shines brighter than we dared hope, with a perfect blend of poke, poise and long lap pace.'

Delivered to its first owner in Germany on 17 March 1992, this RS resided with him until it passed into the hands of a Swedish owner in the late 1990s. It has since had two further owners in Sweden. It is sold with its official service booklet and with substantial documentation that weaves a rich tapestry of the love and attention that the car has received throughout its life.

Retaining its original engine and gearbox, the car's black paintwork retains a deep shine, whilst the factory lubricant stickers and specification plates are all present in the engine bay. Inside, the car is conspicuous for its fantastic black on triple-tone purple colour scheme, as well as its beautiful unmolested condition. Its owner's manuals, original, complete tool kit and tyre inflator accompany the sale.

Undoubtedly one for the connoisseur, the 964 RS has rightly become one of the most sought-after 911s. This truly cherished example would be an excellent addition to any collection, perfect for those looking to experience one of the ultimate air-cooled 911s.



292



293

○ 1996 LAMBORGHINI DIABLO SE30

CHASSIS NO. **ZA9DE22A0RLA12036**
SERIAL NO. **036/150**

€395.000 – €495.000

DOCUMENTS: **CANCELLED GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

The 36th example of only 150 SE30s produced
Virtually as new throughout, only 403 km from new
Accompanied by its original books and tools
The ultimate ultra-light rear-wheel-drive iteration
of the iconic Diablo

Ten years after the iconic Lamborghini Countach forever altered the supercar landscape, the company's engineers in Santa'Agata Bolognese set to work on its replacement. When the Diablo was first revealed in early 1990, critics praised its clean shape and performance nearly as much as they did its big boost in creature comforts. Beneath its rear deck sat a mid-mounted, 48-valve variant of Lamborghini's dual-overhead cam 5.7-liter V-12 engine with computer-controlled multi-point fuel injection. The engine was good for 485 bhp and 428 foot-pounds of torque, enough to catapult the rear-drive supercar to 100 km/h in just 4.5 seconds.

Lamborghini delayed increasing the Diablo's straight-line performance until the SE30 debuted in 1993 as a special-edition model celebrating the marque's three



decades. In the three years since the Diablo's debut, the Ferrari F50 and Bugatti EB110 proved to be fierce competition. In response, Lamborghini boasted that the Diablo SE30 was essentially a street-legal race car with its substantially lightened body and a healthy 48-hp boost in power.

The SE30 retained Lamborghini's legendary V-12 but featured a revised fuel system, magnesium intake manifolds and a free-flow exhaust that combined to increase output to 525 hp. Unlike the Diablo VT, the SE30 was a raw, rear-wheel-drive machine. Driver-adjustable sway bars controlled by a cabin-mounted switch transitioned the SE30 from firm to race-stiff. Lamborghini turned to carbon fibre for many of the SE30's body panels, and the company used race-specification brakes to bring its lighter, faster Diablo to a halt.





Unlike some superlight models, the SE30 was the genuine article. It weighed approximately 1,430 kg, a savings of more than 136 kg over the standard rear-wheel-drive Diablo and nearly 181 kg over the all-wheel-drive VT. Lamborghini also eliminated creature comforts such as air conditioning, power steering, the Alpine audio system and the multi-adjustable leather seats. Purposeful carbon fibre seats fitted with four-point racing harnesses held the driver and passenger in place. Even the power windows were removed in favour of fixed plexiglass units with a sliding vent window.

This SE30 has only 403 km from new and presents virtually as new throughout, and the original factory books and tools accompany the car. Finished strikingly in Titan Silver Metallic with a contrasting black and grey interior, this Lamborghini is stunning both in style and condition, presenting a rare opportunity to acquire one of the most desirable and lowest-mileage examples of this coveted supercar in existence.





Sotheby's

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FRIDAY, 12 APRIL 2019 • FREITAG, 12. APRIL 2019



294

1968 MASERATI SEBRING 4000 GT SERIES II

CHASSIS NO. **AM101/A10 673**
ENGINE NO. **10673**

€175.000 – €225.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

The Maserati Sebring was named for the company's win in the 1957 12 Hours of Sebring. Rare and desirable, this Series II Sebring is one of the most charismatic GT cars of its era.

It is believed that no more than 446 Sebring coupés were built from 1962 to 1969, with 348 being Series I examples and only 98 of the rarer Series II Tipo AM101/10 (exact numbers vary, depending on the source). Output from the 3.7-litre, twin-cam, twin-ignition inline-six was 245 hp, which was fed by Lucas indirect mechanical fuel injection. The 4000 GTi had a 4,012-cc engine producing 252 bhp at 5,200 rpm. Power was increased toward the end of the series to 261 hp. With a price tag of £5,116 (tax paid in the UK), the Maserati was some 22% more expensive than the contemporary Aston Martin DB5, its closest rival.

This car was imported by Thepenier Maserati and would be the last Maserati Sebring imported to France. The original sales invoice from delivery to

The last Maserati Sebring imported to France
Recently completed engine and
fuel-injection system rebuild
Highly original throughout



its first French owner accompanies the car. It has only had three caretakers since new. Recently, a comprehensive engine rebuild was completed in 2017 by Performance Plus in Longnes, and a complete overhaul of the fuel injection system was done by specialists at Power Props.

A highly original car, including interior, this rare car possesses a striking colour scheme while maintaining a lovely patina. With recent and substantial mechanical work completed, this rare and desirable, matching-numbers Series II Sebring is a highly usable Maserati ready to be enjoyed.



**1967 JAGUAR E-TYPE SERIES 1
4.2-LITRE FIXED HEAD COUPÉ**

CHASSIS NO. 1E 34951
ENGINE NO. 7E 15371-9

€70.000 – €90.000

OFFERED WITHOUT RESERVE

DOCUMENTS: GREEK VEHICLE REGISTRATION DOCUMENT

See page 7 for VAT status explanation.

Desirable Opalescent Silver Blue over dark blue colour scheme

Accompanied by a FIVA Identity Card

Presented in excellent condition and regularly serviced and maintained in current ownership



295



1989 FERRARI 412

CHASSIS NO. ZFFYD25B000082116
ENGINE NO. 18736

€80.000 – €100.000

DOCUMENTS: FORM 13.20A

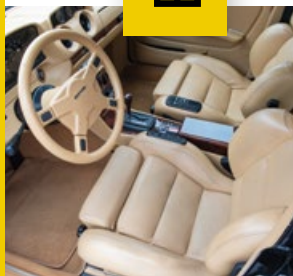
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Equipped with the highly desirable manual transmission



296



297

□ **1979 MERCEDES-BENZ
500 TE AMG**

CHASSIS NO. 123.190.12.010043

€60.000 – €70.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Believed to have been converted to AMG specifications in period

Driven on BBC America's *Top Gear America*

A hugely desirable, pre-merger W123



298

□ **1984 MERCEDES-BENZ
500 SEC AMG 5.4
'WIDE-BODY'**

CHASSIS NO. WDB1260441A017380

€90.000 – €100.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Desirable 5.4-litre upgrade from the 'pre-merger' era

Stunning black on black colour scheme



1960 JAGUAR XK 150 3.8 DROPHEAD COUPÉ

CHASSIS NO. **S 838847 DN**
ENGINE NO. **VA1812-9**
BODY NO. **P8439**

€110.000 – €140.000

DOCUMENTS: **PROOF OF EC TAXES PAID**
See page 7 for VAT status explanation.

- One of only around 586 3.8-litre examples built
- Original left-hand-drive example
- Matching-numbers engine and chassis and finished in its original colour combination
- Only 58,000 original miles from new and retains its original UK registration number

The Jaguar XK 150 proved to be the most popular variant of the XK dynasty, and for good reason. The XK 150 was more comfortable and refined than its predecessors, however when fitted with the largest displacement 3.8-litre engine,

the car also boasted impressive performance. With 220 hp available from the 3.8-litre engine, the car was capable of 100 km/h in around 8.3 seconds. Standard disc brakes and optional overdrive transmission make an XK 150 a highly enjoyable and competent sports GT car.

Chassis S 838847 DN rolled off the Browns Lane production line in May 1960 with the desirable 3.8-litre engine and manual overdrive gearbox. The car was built in left-hand-drive configuration but as a personal export car, it was initially registered in Coventry as '5754 DU'. The car's first owner, Mr F.W. Frost, of New Hampshire, collected the car personally and embarked on a European driving tour before eventually returning to the U.S. in the autumn of 1960.

Over the course of the following decades the car led a sheltered life, being dry stored for some 25 years by its second owner before moving to South Carolina in 2009 and eventually returning to the UK in 2011. Pictures of the car in 2009 show that it was in remarkably original condition. The car has subsequently been re-painted and re-trimmed in the original colour combination and benefits from a full mechanical overall by a well-known UK Jaguar specialist.

299



300

2018 ITALDESIGN ZEROUNOCHASSIS NO. **ZA9EC1018HTM09004****€950.000 – €1.500.000**DOCUMENTS: **BILL OF SALE***See page 7 for VAT status explanation.*

Offered from single ownership
with only delivery mileage

Presented in virtually as-new condition
and never road registered

The fifth and final Zerouno coupé built

Unique stealth matte paintwork

A contemporary coachbuilt supercar

Italdesign has produced some of the most interesting automotive designs over the last 50 years. Founded by the legendary Giorgetto Giugiaro in 1968, it has since produced some of the most interesting and clever designs of the modern times. A true contemporary coachbuilder, Italdesign has always combined the finest technical solution with a gorgeous design. Over the years, the company has built an unparalleled reputation in prototyping and pre-series assembly for some of the world's most renown manufacturers. With such diverse experience in the sector, it seemed only natural that the company would eventually try its hand at building their own bespoke supercar



In 2017, Italdesign announced its first internally produced supercar, the Zerouno, developed and built by their 'Automobili Speciali' division, which specializes in handcrafted and highly exclusive limited-edition vehicles. The Zerouno boasts unique styling and futuristic technological solutions: designed by Filippo Perini's design team in-house at Italdesign, its attractive full carbon-fiber bodywork features a front Y-duct air intake to minimize lift and improve downforce at high speeds. Featuring a distinctive approach to lightweight construction, the Zerouno benefits from the advantages of being a substantially hand-made motorcar with some fine technical development.

Needless to say, performance figures were quite impressive. Powered by a 5.2-litre, naturally aspirated

V-10 engine mated to a seven-speed dual clutch gearbox, the engine produces 610 bhp and 560 nm of torque at 6,500 rpm, with power driven to all four wheels. The company quotes a 0-100 km/h time of just 3.2 seconds, leading to a top speed of 330 km/h.

Each of the 5 made-to-order examples is widely customizable to suit the Owner's requirements: from the choice of materials to the development of a bespoke paint color code, everything can be tailored to an individual's wishes. The individual who ordered this Zerouno new is certainly no stranger to bespoke supercars. Those familiar with both modern supercars and social media will be aware of @mwwmnw on Instagram, a sizeable private collection regularly showcasing many of the finest supercars and race cars. He was lucky enough to purchase the fifth and



final example of the Zerouno, who boasted several unique touches to his request.

Having only accumulated testing and delivery mileage, this example has never been registered for road use and is presented here today in virtually 'as new' condition. Its new owner will surely enjoy a fantastic opportunity to own a unique example of a contemporary coachbuilt supercar. This Zerouno would be an exciting addition to any collection of modern supercars as it is a unique blend of distinctive styling and engineering thanks to decades of decades Turinese automotive knowledge.





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FRIDAY, 12 APRIL 2019 • FREITAG, 12. APRIL 2019



301

1958 CADILLAC ELDORADO BIARRITZ

CHASSIS NO. 58E024804
ENGINE NO. 58E024804

€125.000 – €165.000

DOCUMENTS: **BELGIAN CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.

One of only 815 Eldorado Biarritz convertibles built for 1958

Frame-off photo-documented restoration to original in 1996

Beginning in 1956, the Eldorado convertible was renamed the Eldorado Biarritz. That year, it was joined by a companion two-door hardtop coupé named Eldorado Seville. Both took their names from romantic European cities; Biarritz was a fashionable French seaside resort and Seville, a fabled old city in Spain. New front-end styling for 1958 featured four-headlight illumination and a wider grille consisting of fine, jewel-like metallic studs. Chrome blades capped each front fender.

The rear remained similar to the previous year, newly updated with 10 vertical chrome trim pieces

ahead of the rear wheel openings. A new, narrow 'V' emblem appeared on the lower left corner of the rear decklid with the Eldorado name spelled out in small block letters beside it. Standard equipment was a 335 bhp 365 cu. in. V-8 engine with triple two-barrel carburetors. At \$7,410 before options, only 815 convertibles were produced.

This stunning Dakota Red Eldorado with white convertible top was originally delivered to Texas. It spent most of its life there and also where it received a photo-documented, body-off restoration there in 1996. At the time, it was fitted with a proper red and white leather Jenkins interior. A copy of the restoration portfolio is available upon request. In 2001 the car was sold to a Dutch businessman who had a collection of American convertibles. Under his ownership, the car was used sparingly, and due to his age, he chose to sell the car and it was purchased by the current Belgian owner in 2015.

In addition to the standard power steering, brakes and windows, a copy of the Cadillac factory build sheet confirms that this Cadillac was optioned with electric door locks, air conditioning, E-Z Eye glass and Autronic Eye. Adding to driving comfort, a period-looking AM-FM Stereo radio is discreetly hidden in its proper in-dash location. This would be an excellent example to drive and enjoy for the owner looking to enjoy the very best of 1950s American automobiles.



□ **2007 WIESMANN GT**

CHASSIS NO. **W09GT12017DW59096**

€170.000 – €200.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
German-delivery example

It is underneath the svelte 1960s-inspired bodywork of the Wiesmann GT MF4 that the state-of-the-art epoxy-bonded aluminum tub hints at the performance potential on offer. Five years were spent developing the GT from the MF3 roadster, and the results were prodigious: a power-to-weight ratio brushing 300 bhp per tonne, thanks to a 4.8-litre BMW V8, 0-100 km/h in 4.6 seconds and a top speed in excess of 270 km/h. 'Be in no doubt' exclaimed *Evo* magazine, 'the Wiesmann is brutally quick.'

This GT was delivered in Germany in 2007 and presents in excellent condition today. Its bright red paintwork gleams beautifully, whilst the hand-stitched cream leather interior and quilted seats show minimal to

no wear at all. Featuring matching cream instrument dials, red stitching and its original Becker Grand Prix stereo system, it boasts a tasteful specification that suits the car's character perfectly.

Despite being entirely hand-built, the fit, finish, performance and exclusivity of the Wiesmann GT make it a very serious proposition, and it would be an excellent alternative to a Porsche 911 Turbo or an Aston Martin DBS for someone desiring something a bit more unique. A tantalizing combination of classical aesthetics underpinned by the finest engineering on offer from BMW; attributes worthy of the attentions of any collector.



302



303

□ **1991 BENTLEY TURBO RL**

CHASSIS NO. SCBZP03A0MCX35172
ENGINE NO. 74683 L410 I TKL

€30.000 – €40.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to Japan
Lovely Dark Blue over beige colour combination
Exceptionally well presented throughout



304

□ **1987 ROLLS-ROYCE SILVER SPUR LIMOUSINE**

CHASSIS NO. SCAZN02A7HCX20847

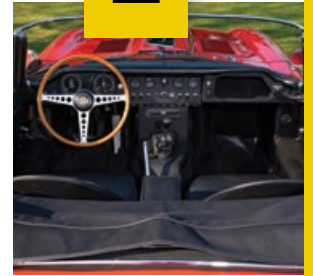
€30.000 – €40.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
One of 63 42-in. stretch Silver Spur Limousines built
Delivered new to the U.S., exported to Germany in 2009 and Switzerland in 2019



**1964 JAGUAR E-TYPE SERIES 1
3.8-LITRE ROADSTER**

CHASSIS NO. **881424**
ENGINE NO. **RA 6542-9**
ENGINE NO. **R8326**

€90.000 – €110.000

DOCUMENTS: **UK V5**

See page 7 for VAT status explanation.

Beautifully preserved, older restoration in Carmen Red over black

Delivered new to the U.S. before importation to the UK in 2015

Numerous Jaguar Clubs of North America (JCNA) award winner

Ready to drive, show and enjoy

305



1992 PORSCHE 968 **306**

CHASSIS NO. **WP0ZZZ96ZNS802014**

Offered from the Youngtimer Collection
Delivered new to Germany and less than 20,200 km from new
Retains its original service book

€20.000 – €30.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



1991 ROLLS-ROYCE SILVER SPUR II **307**

CHASSIS NO. **SCAZN02AXMCX35143**

Offered from the Youngtimer Collection
One of just 624 left-hand-drive models produced in 1991
Delivered new to Japan

€20.000 – €25.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



308

1973 PORSCHE 911 CARRERA RS 2.7 TOURING

CHASSIS NO. **9113601296**
ENGINE NO. **6631262**
GEARBOX NO. **7831262**

€450.000 – €550.000

DOCUMENTS: **ITALIAN LIBRETTO**
See page 7 for VAT status explanation.



An Italian-delivery car, with its original engine and gearbox

Desirable Grand Prix White with blue highlights

Widely considered to be the quintessential driver's 911

When in 1972 the FIA effectively pushed the fearsome, Le Mans-winning Porsche 917 prototypes off the stage by limiting engine displacement to 3.0 litres, the company had to fall back on its bread-and-butter production cars to compete in the World Championship of Makes. The 2.4-liter 911 S was not deemed strong enough for competition, so Porsche decided to upgrade it with a 2.7-liter engine, with larger wheels and other modifications to match. Those included flared rear quarter-panels and an intriguing rear spoiler that became known as the 'ducktail'. This device had been proven in wind-tunnel and track testing to greatly reduce the rear-end lift generated by the 911's slightly recessed rear window.



The new model, branded the Carrera RS, was duly homologated with the construction of 500 examples to meet the new class rules. These would serve as the basis for even more potent versions as the ferocious Group 5 2.8- and 3.0-liter RSRs that would come to dominate GT racing, especially in the U.S. The new RS 2.7 was introduced at the 1972 Paris Auto Salon to rave reviews, and the first 500 cars quickly sold out (and remain highly sought after still). Despite the Sales department's reluctance to approve a second production run, another group of 500 cars was built, and then a third run, in spite of the factory sharply increasing the retail price each time. Most of the second and third production runs were delivered as 'Touring' versions, retaining the interior trim and comfort features of the 911 S.

In total, 1,590 examples were built (including 'Homologation', or 'H' cars) and sold. Today, the 1973 911 Carrera RS 2.7 is one of the most coveted sports cars on the planet. Sold new to Italy with a Grand Prix white exterior and blue Carrera script over black leather, the car is currently fitted with the desirable Recaro sport seats. Presented today in excellent condition, this 2.7 RS Touring retains its original engine and gearbox and has covered just over 24,000 km throughout its life, which are believed to be original.

With the 2.7 RS, many enthusiasts believed that Porsche achieved perfection. Beautifully balanced in terms of both driving dynamics and design, the 2.7 RS today remains the quintessential model of the original 911 and over 45 years after its original introduction, it is still considered to be one of the best road-going Porsches ever built. Finished in its original colours and boasting its original engine and gearbox, this is a 2.7 RS to cherish.





309

1983 PORSCHE 911 TURBO GROUP 4

CHASSIS NO. **WP0ZZZ93ZFS000993**

€160.000 – €200.000

DOCUMENTS: **GERMAN FAHRZEUGBRIEF**

See page 7 for VAT status explanation.

Built to 1978 Group 4 specifications

Competitor at numerous vintage racing events, including the Le Mans Classic

Road registered and accompanied by current FIA papers for motorsport use

Porsche released the Porsche 911 Carrera 2.7 RS in 1973 as a means of getting the 911 Carrera RSR homologated for Group 4 racing.

In 1973, the 2.8-litre Porsche 911 Carrera RSR would start the season in victorious fashion, with a Brumos-entered car winning the 24 Hours of Daytona in February with Peter Gregg and Hurley Haywood at the wheel. By the end of May, the factory Martini Racing team had won victory at the Targa Florio before the 1973 RSR was modified with a 3.0-litre engine for that year's 24 Hours of Le Mans.

A 1974 Porsche 911 Carrera RSR dominated Group 4 racing for the next 24 months in the hands of various independent outfits such as Gelo Racing and Kremer Racing, while a 2.8/3.0 RSR hybrid competed in the US IROC series during the 1973/74 winter. Improvements were constantly being made and before long, the Porsche 911 would become legendary in Group 4 competition.

This Porsche was constructed by noted Belgium Porsche specialist BSM Salewsky. Starting with the tub of a 1983 930 Turbo, it was carefully assembled to 1978 Group 4 specifications and comes with current FIA papers. This very special Porsche has been raced regularly in recent years by three-time Le Mans winner and racing icon Klaus Ludwig. It has participated in the Youngtimer Trophy from 2014 to 2017, the Oldtimer Grand Prix in 2015, 2016 and 2018, won the Group 4 category at the 2017 Meilen Trophy, was driven in the Le Mans Classic in 2018 where it ran Plateau 6, as well as the 24 Hour Classic Race at Nürburgring in 2018.

The engine is fresh with zero hours on it and the car is up to date with current racing regulations and ready for the track. This Group 4 car is also road registered, making it eligible for a wide variety of vintage motorsports events.



2007 FERRARI F430 SPIDER

CHASSIS NO. ZFFEZ59B000156792

€120.000 – €160.000

DOCUMENTS: MONEGASQUE CERTIFICAT D'IMMATRICULATION

See page 7 for VAT status explanation.

The Ferrari F430 Spider was unveiled at the 2005 Geneva Motor Show and represented a clear step forwards both in terms of performance and engineering over its predecessor, the 360 Spider.

Designed by Pininfarina, the F430 incorporated a number of design elements from classic Ferraris of the past; the front clearly taking inspiration from the 250 TR 61 Le Mans racer, whilst the rear benefitted from new lights and an engine cover similar to those on the Enzo. The engine itself was an all-new 32-valve aluminium



Rare and desirable six-speed manual gearbox
Two private owners from new
Stunning Bianco Avus over Nero colour scheme

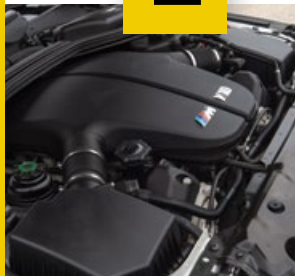
310

4.3-litre V-8 engine, capable of 483 bhp and 343 foot-pounds of torque, 80% of which was available at under 3,500 rpm. Performance was blistering; a top speed just shy of 320 km/h and a 0-100 km/h benchmark of under four seconds.

For the Spider, a two-stage, all-electric retractable roof was incorporated into the design. Taking just 20 seconds to lower, it stored under a flush-fitting tonneau cover that ensured the aerodynamics of the car were largely unaffected, roof up or down.

This wonderful example was first delivered in March 2007. Specified in Bianco Avus over Nero leather with white stitching, it presents in fine condition having covered just under 37,000 km to date. To ensure maximum aural enjoyment with the roof down, an upgraded exhaust system has been fitted, whilst the interior benefits from Daytona-style seats and carbon-fibre trims from the factory. The service booklet shows five stamps, all at Ferrari-approved specialists, with its most recent service being in July 2018 at Cavallari Motors of Monaco, since which the car has covered just 500 km.

The car is accompanied by its full suite of owner's manuals, service book and tool kit. Manual transmission-equipped F430s are highly prized items, with the Spider being arguably the pick of the range for ultimate thrills. This example is no exception.



311

2010 BMW M5
CHASSIS NO. **WBSNB9C58AC043215**

€35.000 – €40.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to the U.S.
Rare six-speed manual transmission
example, not offered in Europe
Less than 45,300 km from new



312

1992 BMW 850i
CHASSIS NO. **WBAEG21030CB06291**

€40.000 – €50.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to Japan
Beautiful Mauritius Blue over
Silver Grey colour scheme



□ **1989 FERRARI 328 GTS**

CHASSIS NO. ZFFCA20S000078821
ENGINE NO. 14725

Offered from the Youngtimer Collection
Presented in quintessential Rosso over Crema

313

€70.000 – €90.000

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**
See page 7 for VAT status explanation.



□ **1988 PORSCHE 928 KOENIG**

CHASSIS NO. WP0ZZZ92ZJS841040

Offered from the Youngtimer Collection
Fitted with a seldom-seen Koenig widebody kit
Middle Eastern-delivery example

314

€50.000 – €60.000

DOCUMENTS: **KUWAITI VEHICLE REGISTRATION DOCUMENT**
See page 7 for VAT status explanation.

Equipped with the optional automatic transmission
Accessories include period-correct Pioneer radio and Mobira in-car telephone



315

□ **1970 MONTEVERDI 375/4 SEDAN**

CHASSIS NO. 3007

€200.000 – €240.000

DOCUMENTS: **U.S. TITLE**

See page 7 for VAT status explanation.

Largely original example that benefits from a recent cosmetic restoration

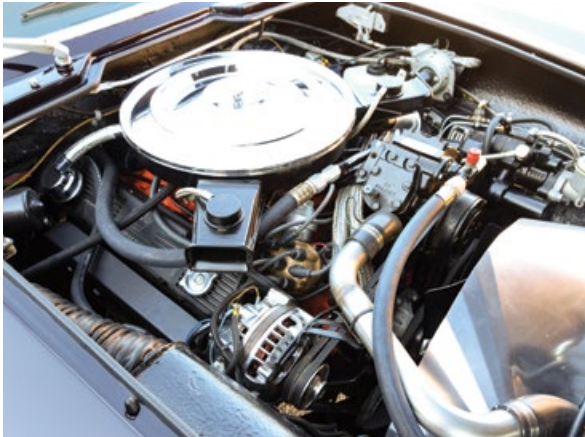
An early production example believed to be one of less than 30 produced over eight years

Exotic European heritage with powerful and reliable American powertrain

Striking colour combination in aubergine metallic over biscuit leather

Born in Switzerland, Peter Monteverdi constructed his first car (a Fiat 1100-based special built in the back of his father's workshop) at just 16 years of age. Two years later, he was selling cars under his own brand – MBM. He was an active racer in junior series before securing a ride in Formula 1. After just one start and a near-fatal crash, he retired from racing.

He took over the family business focusing on building and racing sports cars. To support his business, he began importing Ferraris into Switzerland, eventually becoming the official Swiss distributor for the marque. Later, while at odds with Enzo Ferrari, he teamed up with Piero Frua to design the now-legendary 375. A steel chassis built in Germany was



clothed in sexy Italian coachwork and power was supplied by Chrysler's mighty 440-cu. in. V-8 engine with a Torqueflite automatic transmission.

Over time, the 375's design was ultimately reworked and stretched 20 in. to accommodate two additional doors and provide ample rear legroom for rear seat passengers. The resulting vehicle was a unique performance sedan that found favour among the fabulously wealthy, particularly in the Middle East where fuel efficiency was of little concern. It is believed that fewer than 30 were produced over an eight-year period, although Monteverdi is quite secretive about actual production numbers.

Chassis no. 3007 is a highly original early production example that benefits from a recent cosmetic freshening, including a re-spray in striking dark metallic aubergine. According to the consignor, the grille, bumpers and window surrounds all present in good order and the body features straight, crisp panels. The car retains the correct cast-alloy centre-lock wheels made specifically for these cars.

Inside, you will find the original dash, console and perforated headliner, all of which remain in very good order. The biscuit leather seats and door panels are in excellent condition, as are the aubergine carpets which provide a pleasing complement to the body colour. A rear seat Sony 6" television resides in a custom leather-trimmed console while up front, the original radio is fitted.

Adding to the comforts of this disco-era executive express are power steering, air conditioning and cruise control. Under hood, the distinctive Monteverdi valve covers are in place, and the presentation is highly original, yet well detailed and very neat. The chassis and undercarriage show evidence of use and appear to be original though tidy, and all is in good order as well.

Low production numbers, exclusivity and a powerful, reliable American powertrain combine with excellent cosmetics and sound mechanicals to make this an intriguing super saloon worthy of consideration.



316

□ **1998 MERCEDES-BENZ CL 600 AMG 7.0**

CHASSIS NO. **WDB1400761A405012**

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Believed to be one of 24 7.0-litre examples built
Germany-delivery example



317

□ **1996 MERCEDES-BENZ S 600**

CHASSIS NO. **WDB1400761A302277**

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Brilliant Silver Metallic with two-tone grey leather interior
Delivered new to Japan



□ **1988 MERCEDES-BENZ 560 SL**

CHASSIS NO. **WDBBA48D3JA090520**

€50.000 – €60.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Less than 21,900 miles from new
Original U.S. delivery; retains U.S.-spec rubber bumpers

318



2000 ROLLS-ROYCE CORNICHE

CHASSIS NO. **SCAZK28E5YCX68118**

ENGINE NO. **L410 I 01132**

€90.000 – €120.000

DOCUMENTS: **SPANISH PERMISO DE CIRCULACION**

See page 7 for VAT status explanation.

Less than 25,000 km from new
One of 374 examples built
Amongst the Last Rolls-Royces built at Crewe
Accompanied by a tailor-made car cover

319



320

1995 PORSCHE 911 CARRERA RS CLUBSPORT

CHASSIS NO. **WP0ZZZ99ZSS390129**
ENGINE NO. **63S85574**

€225.000 – €275.000

DOCUMENTS: **UK V5**

See page 7 for VAT status explanation.

Supplied with Porsche
Certificate of Authenticity
Long-term private ownership
Delivered new to Germany

Porsche built 1,104 examples of the Carrera RS, but along with those were 213 track-oriented versions called the Clubsport. This was based on the Carrera Cup competition car and specifically conceived as a homologation special for the BPR GT3 and GT4 categories.

The standard 3.6-litre engine of the Carrera RS was bumped up to 3,746 cc by an increase in its bore to 102 mm, but it still retained the RS' standard 76.4-mm stroke. This engine was fitted with Porsche's innovative VarioRam intake system and the Bosch Motronic engine-management system and produced a very healthy 300 bhp at 6,500 rpm and 262 foot-pounds of torque at 5,400 rpm. Power is delivered through a single-mass flywheel to Type G50/31 six-speed manual transmission.

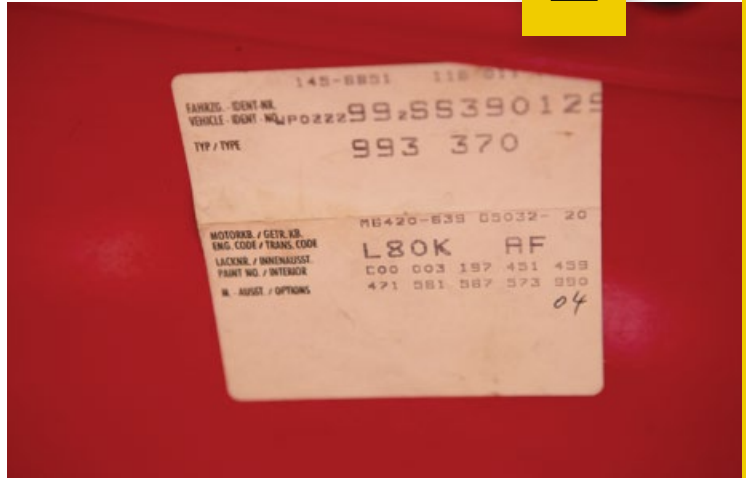


Porsche also focused on making the Clubsport as light as possible through the use of aluminium alloy front hood lid, lightweight interior door cards, thinner glass and Recaro sports seats with six-point racing belts. The headliner was deleted, along with the electric mirrors, central locking system, intermittent wipers, radio and speakers, rear defroster and airbags. Added were a full welded-in Matter roll cage, front strut brace, ball-joint front damper mounts, adjustable front and rear anti-roll bars, a battery cut-off switch and a fire extinguisher. A special front air splitter and large rear wing made the Clubsport unique.

This particular Carrera RS Clubsport was delivered new to Germany in March 1995. Additional options included a stronger battery, radio delete, dome strut, fixed spoiler with additional wing, windscreen tint, air conditioning and cloth/leatherette seats. The original service book states the car was delivered new to Porsche Zentrum Ulm and was serviced twice by the supplying dealer. In 1997 the car was sold to a buyer in Jersey before being acquired by the current private collector in September of 2006.

Finished in Guards Red (G1) exterior paint, this example has been cherished by its owner for the last 12 years and has been maintained at regular service intervals. A speedometer change took place in 1998 when the car was exported from Germany at 23,000 miles (37,000 km) and is now showing 42,543 miles (68,466 km), making the total mileage approximately 105,000 km.

This extremely rare Clubsport is now ready for a new custodian and is a highly versatile modern classic that is equally at home on the road or track.





321

1988 BMW M3

CHASSIS NO. **WBSAK050X01894034**

€65.000 – €95.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **CANCELLED GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

Delivered new to Germany
Exceptionally well maintained
White with grey interior
A 1980s performance icon



322

□ **1990 ROLLS-ROYCE SILVER SPUR II**

CHASSIS NO. **SCAZN02D9LCX32646**
ENGINE NO. **72027 L410 I NKL**

Offered from the Youngtimer Collection
Delivered new to California prior to export to Japan
Finished in lovely Acrylic Graphite over Parchment
Retains its original engine

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



323

□ ○ **1984 NISSAN 300ZX TURBO 50TH ANNIVERSARY**

CHASSIS NO. **JNICZ14S5EX010593**

Offered from the Youngtimer Collection
Desirable 50th Anniversary Edition model
Delivered new to the U.S., later imported to the United Arab Emirates and later Switzerland

€20.000 – €25.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



1916 AMERICAN LAFRANCE 14-LITRE ROADSTER

CHASSIS NO. 3652
ENGINE NO. 567

€100.000 – €125.000

DOCUMENTS: UK V5
See page 7 for VAT status explanation.

Unique American LaFrance chassis with sporting boat-tail roadster body

Coachwork by Rolls-Royce specialist Graham Neale

Bentley 8-Litre hubs with Rudge-Whitworth wire wheels

Full set of period gauges and Brooklands-type exhaust

Founded in 1873 by Truckson LaFrance, the LaFrance Manufacturing Company, based in Elmira, New York, was a maker of steam-powered fire pumpers selling some 500 units by 1900. In 1903, LaFrance merged with the American Fire Engine Company assuming the moniker of American LaFrance. As the demand for steam-powered equipment subsided, American LaFrance introduced motorized vehicles powered by four-cylinder T-head engines from its neighbour, Simplex.

American LaFrance became notorious for quality and was arguably the most respected and recognized name in the industry. The company produced literally thousands of fire trucks, including hose wagons, aerial hook and ladder vehicles, chemical engines and airport emergency vehicles. It ceased operations on 17 January 2014.

Chassis no. 3652 was imported into the UK from Nyack, New York, by Cameron Millar in 1980. A complete restoration of all mechanical components followed, including shortening the chassis to a wheelbase of 12". The right-hand-drive configuration was retained, as was its 14-litre six-cylinder engine, three-speed transaxle, dual chain-drive and braking system.

While the steering column was lowered and the controls repositioned, Bentley 8-litre hubs were fitted to allow the use of Rudge-Whitworth wire wheels providing a more sporting countenance. Upgrades include a Lidden 12-volt alternator (the original dynamo remains in place but is bypassed) along with a full set of period instrument gauges and Brooklands-type exhaust.

Rolls-Royce specialist Graham Neale crafted the two-seat, boat-tail roadster body which offers a full tonneau cover and openable storage behind the rear seat with access to the spare tire. This unique vehicle was invited to VSCC happenings in 1989 and 1996, including the Club's Madresfield event. It would surely be a thrill to drive and enjoy in future events.

324



325

1986 PORSCHE RUF BTR 'FLACHBAU'

CHASSIS NO. **WP0ZZZ93ZGS000234**
ENGINE NO. **BTR34039**

€225.000 – €275.000

DOCUMENTS: UK V5

See page 7 for VAT status explanation.

Believed to be one of only three
RUF BTR 'Flachbau' produced

Period conversion by RUF

Originally delivered to the Netherlands
before spending 29 years in the UK

Presented in outstanding condition



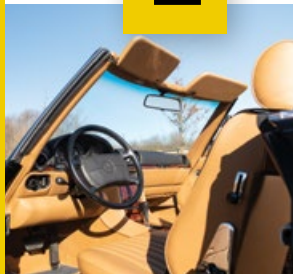


The arrival of the BTR marked the beginning of RUF as a manufacturer in its own right, establishing itself as the most highly regarded of Porsche tuning firms. The BTR was inspired by the FIA Group B regulations of the time, using a 930 Turbo as a basis with which to produce a sportscar that was then successfully tested by journalists against the fastest products of Ferrari, Lamborghini and Porsche. The BTR was regularly regarded as the fastest accelerating road car at the time, performance that was only beaten when RUF produced the legendary CTR 'Yellowbird'.

The BTR utilised a Turbo engine bored to 3.4 litres and then fitted with Mahle pistons, 935-type camshafts and a larger KKK turbo; these modifications resulted in a power output of 374 bhp. Various other modifications to the car included RUF suspension, a half-roll cage, RUF brakes and a RUF five-speed gearbox.

Only three BTR Flatnoses are believed to have been produced by RUF, this example being one of 948 930 Turbo Flatnoses manufactured by Porsche and then converted in period by RUF, resulting in a car which evokes memories of the legendary 935. Delivered new to the Netherlands before being imported to the UK in 1989, this RUF was owned by one collector for 17 years and is presented today in excellent condition with updates including 996 GT3 Clubsport seats, RUF 4-point harnesses and a RUF steering wheel. Currently showing just over 42,800 km from new, this RUF has a comprehensive service history and has been subject to a full inspection at RUF at Pfaffenhausen in 2017.

An extraordinarily rare opportunity to own a BTR 'Flachbau', this RUF would sit very well in any Porsche or RUF collection, especially for a collector wishing to stand out from the crowd.



326

1988 MERCEDES-BENZ 560 SL

CHASSIS NO. WDBBA48D0JA084948

€40.000 – €60.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

Just over 98,000 km from new
Delivered new to the U.S. and later
converted to E.U. specifications
Desirable Black over Black leather
Numerous options, including Becker Mexico
radio and automatic climate control



327

1994 MERCEDES-BENZ E36 AMG CABRIOLET

CHASSIS NO. WDB1240661C153574

€55.000 – €75.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FRECNH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

One of only 68 E36 AMG Cabriolets built
The first post-merger Mercedes-
Benz and AMG product
Desirable Malachite Green Metallic
(249) over a Beige leather interior
Delivered new to Luxembourg
Amongst the rarest AMG models



1969 PORSCHE 911 S 2.0

CHASSIS NO. 119300279

€160.000 – €200.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.

Quickly garnering the brilliant reputation it maintains today, Porsche's 911 received its first major changes for the 1969 model year, with the most important being the lengthening of the wheelbase by 2.4 in. to improve both the handling and interior space. The wheel arches were flared slightly to accommodate wider wheels and larger tires, ventilating slots were added to the Targa's 'basket-handle' roll bar, and the top-of-the-line, high-performance 911 S received Bosch mechanical fuel injection, as well as a front-mounted auxiliary oil cooler and lighter-weight alloy front brake callipers.

The example offered here was delivered new on 7 November 1968 to Porsche Dealership Hahn Sportwagen of Stuttgart finished in stunning Blood Orange. The first owner was a Mr Deleplace from Paris, France, who owned a Bosch centre in Paris that specialized in mechanical fuel injection. He enjoyed the car for the following three decades, until 1999, when he sold it to a Mr Van de Kerckove who then went on to sell it to the current owner in 2004.

Just three owners from new with single ownership for over 30 years

Largely original throughout, always well maintained but never restored

Germany-delivery example

Desirable Blood Orange

328



In late 2018, it was serviced at an authorized Porsche dealership in Lyon where it benefited from an oil and filter change, brake circuit overhaul including a new brake master cylinder and four new Michelin tires. Very rarely does the opportunity arise to acquire a largely original, early 911 like this one. Always been regularly maintained but never restored, it has only travelled a total of 129,500 km from new and is ready to be enjoyed by its fourth owner.



329

1957 PORSCHE 356 A SPEEDSTER

COACHWORK BY REUTTER
CHASSIS NO. 83653

€275.000 – €325.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

Upgraded with a later, 356 C 1,600-cc engine
Offered from 22 years of single ownership

Porsche's iconic 356 Speedster was the brainchild of New York-based car dealer Max Hoffman, the godfather of the 300 SL Gullwing, who wanted an affordable stripped-down version of the Porsche 356 to put in the hands of amateur club racers in 1957. In order to save weight, the Speedster had no side windows and featured a shorter, raked windshield.

These stripped-down Speedsters were considerably cheaper than the other 356 models, selling for less than \$3,000. Today, because of their rarity—Porsche produced only 1,171 units for 1957—and their sheer character, they are by far the most valuable of any 356 model. The only concern with the design was that the minimal soft top and removable side curtains not only did not provide much weatherproofing, but also forced the driver to tuck down in the car just to see out, so the top was rarely used.

This particular Speedster was acquired by its current custodian 22 years ago while he was residing in Canada. Previous ownership from members of the Toronto 356 club included Mr A. Wichmann who sold this car to Mr I. Blackstone in 1991. Upon purchasing the Speedster, the current owner had it sent to Walt MacKay Racing (who was recognized in the VARAC hall of fame for 40 years of racing Porsches and Elvas) to have its chassis and engine prepared for fast road rallies and tours while maintaining ease of use.



A later, 1,600-cc engine from a 1965 356 C was fitted with crankshaft drilled and tapped for full flow oil system, oil cooler, Elgin Camshaft and flywheel lightened to 6.3 kg producing over 100 bhp. The chassis benefited from Koni Dampers, a Weltmeister roll bar and a double braking circuit. All invoices for this work are on file. When the current owner moved back to France in 2000, he brought the car with him and it has been used regularly since then for rallies and club events.

Stunning for its originality, renowned for its pedigree and lineage and rare for its limited-production numbers, this fabulous 356 A 1600 Speedster ticks all the right boxes. A Porsche icon, the Speedster offers the ultimate top-down touring experience and instant recognition at shows and Porsche club events.





330

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. **877237**
ENGINE NO. **R5410-9**

€170.000 – €200.000

DOCUMENTS: **ITALIAN LIBRETTO**

See page 7 for VAT status explanation.

U.S.-delivery example boasting nearly three decades of single Californian ownership

Restored in its original colours and includes a correct factory hardtop

A splendid E-Type ready to drive and enjoy

It is the car that Enzo Ferrari described as the most beautiful car ever made. An icon from the moment it stunned the world at the 1961 Geneva Motor Show, the E-Type combined beauty with near-243 km/h performance thanks to the race-bred 3.8-litre engine. Styled by William Lyons and Malcolm Sayer, the early Series I is considered to be the best of the breed as subtle design changes moved the car away from its competition roots.

This example left the Browns Lane factory in May 1962 destined for California, ordered as a personal export delivery in black with red leather interior. It features



the internal bonnet locks that denote a full production Series I. It remained in the U.S. registered in California with its first owner for nearly 30 years until 1991. At that point, it returned to the UK where it remained for only a while before then being registered for road use in Milan, Italy.

The car underwent an extensive restoration with marque specialists that faithfully kept to the car's original specification, including the 15-in. wire wheels. Even the engine wears the correct Harvest Gold enamel. Furthermore, it is accompanied by an extensive history file, chronicling its history in both North America and Europe.

Today, this E-Type retains features including the correct optional hardtop, correct tyres and period Motorola 818T radio. It has been used as a reliable European tourer to destinations including the Goodwood Festival of Speed. This timeless GT is ready to take its new owner across continents in style.



1970 MERCEDES-BENZ 280 SE 3.5 COUPÉ

CHASSIS NO. 111.026.12.002578

€100.000 – €150.000

DOCUMENTS: **CANCELLED GERMAN FAHRZEUGBRIEF**
See page 7 for VAT status explanation.

Highly desirable factory sunroof

Well optioned, including automatic transmission, Becker Europa radio and air conditioning

Finished tastefully in Silver with brown leather interior

Exceptional example of Mercedes-Benz sophistication and elegance

The late 1960s and early 1970s was a defining era for Mercedes-Benz, when the company's sophisticated styling and superb engineering standards started to attract a new generation of affluent buyers. The comparable SEL saloon was built with a newly designed body shell, however the coupé and cabriolet kept the coachwork that had debuted back in 1959 on the 220 SE. The 280 SE 3.5 was to be the final model to feature this much-admired body style, and today these last-of-the-line top-quality classics are highly sought after by discerning collectors worldwide.

The 3.5-liter version of the 280 SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s. The ultra-luxurious 280 SE

coupé, cabriolet and 300 SEL saloon models were chosen by Mercedes-Benz to launch its splendid new 3.5-litre V-8 engine in 1969. An over-square design featuring a cast-iron block and aluminium cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torquey 200 bhp, courtesy of Bosch electronic fuel injection and transistorized ignition. Thus equipped, the 280 SE 3.5 was good for cruising speeds near 200 km/h, with 96 km/h reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

This handsome 280 SE 3.5 has been the subject of caring stewardship and restoration, presenting superbly in silver with a contrasting and sumptuous dark brown leather interior. An attractive list of features and optional equipment on this car include air conditioning, power windows, a Becker Europa radio, individual front seats, an automatic antenna and fog lamps, as well as the highly desirable electric sunroof option. A pleasure to drive, this impressive coupé is a great way to experience the legendary, opulent and powerful 280 SE 3.5, a model carrying the distinction of being one of the marque's most highly prized models of its generation.



331



332

1962 ALFA ROMEO GIULIETTA SPRINT

CHASSIS NO. **AR350213**
ENGINE NO. **AR00102 23832**

€60.000 – €80.000

DOCUMENTS: **DUTCH KENTEKENBEWIJS**
See page 7 for VAT status explanation.

Beautifully restored Giulietta Sprint
Offered in its original colour of Iseo light blue
Sold new on 6 March 1962 to New Jersey
Recently completed Journee d'automne rally without fault
Supplied with certificate from Automobilitismo Storico
Extremely elegant and versatile ownership proposition



333

1988 BMW 635 CSI

CHASSIS NO. **WBAEC89040076776**

€40.000 – €50.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to Japan
Finished in black over black and mated to a four-speed automatic transmission



1955 CADILLAC ELDORADO

CHASSIS NO. 556285676
ENGINE NO. 556260901

€85.000 – €115.000

DOCUMENTS: **BELGIAN CERTIFICAT D'IMMATRICULATION**
See page 7 for VAT status explanation.

Body-on restoration in 2014 to original colours

One of 3,950 produced for 1955

Accompanied by copies of its Cadillac factory build sheet

Unlike the rest of the Cadillac line-up, the Eldorado received major styling changes for 1955; despite remaining a part of the Series 62 line-up. Eldorados received bold new rocket ship tailfins, which eventually appeared on the remainder of the Cadillac family. In addition to the new rear end, larger rear wheel openings without fender skirts and back-up lights housed in dual pods at the base of the tailfins added to the dramatic look.

Gorgeous new 'Sabre' wheels replaced the chrome wire wheels previously standard on Eldorados, and gold anodized trim emblazoned the exterior. Under the hood, Eldos got an exclusive 270-bhp version of Cadillac's 331-cu. in. V-8 engine with dual four-barrel

carburetors fitted with a distinctive gold batwing air cleaner. All of the changes paid dividends – a record 3,950 were sold for the model year.

Cadillac records and the underhood trim tag indicate that this car was built with E-Z Eye Glass in addition to the standard power steering, brakes, windows, convertible top, heater, clock and radio. The underhood trim tag also confirms that it has been restored as-built in Alpine White with a black convertible top and contrasting red and white leather interior.

This Cadillac was originally delivered new in California and remained in the U.S. before being purchased by its current, Belgian owner. The recipient of a body-on in 2014, it has a new leather interior which was done by craftsmen in Belgium. This is an excellent example of mid-fifties American design that would surely attract attention wherever it goes.



334



335

□ **1994 PORSCHE 911
TURBO 3.6**

CHASSIS NO. **WP0AC2962RS480364**

€150.000 – €180.000

DOCUMENTS: **KUWAITI VEHICLE REGISTRATION DOCUMENT**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

U.S.-specification example

Equipped with leather-trimmed racing seats

One of only 1,427 examples built

Following the conclusion of 930 Turbo production, Porsche reintroduced the 964-generation 911 Turbo in 1991. The drivetrain was essentially that of the standard rear-wheel-drive Carrera 2, with a 3.6-liter twin-turbocharged and twin-intercooled flat-six (M64/60) developing a healthy 408 hp at 5,750 rpm. There was ABS, assisted braking and power steering.

It was a sensation to those who had known the previous generation well, as the 964 Turbo 3.6 was not only faster and more powerful, but Porsche also managed to make the car easier to control. *Car & Driver* magazine proclaimed in May of 1993 that the

new 911 Turbo was 'easier and more predictable to drive aggressively than any recent 911 Turbo. One no longer needs to have graduated from the Hans Stuck opposite-lock academy to explore the full potential of this car's awesome power.'

Built in October of 1993, this 911 Turbo 3.6 was delivered new to the U.S. An accompanying CARFAX report shows that the car was first registered in Alabama before moving to Oklahoma the following year. By 1996, the car moved north to Pennsylvania, where it remained at least until 2006.

By 2013, the car had been exported to Kuwait. There, it was involved in an accident while driving on the track. Afterwards, the car was fully restored and repaired by a Porsche dealership in Kuwait and was fitted with wider rear wheels. Purchased by the current owner shortly thereafter, it now presents beautifully throughout. Furthermore, the engine was rebuilt at the same time and is said to perform wonderfully. More recently, the car received an oil change in house at the consignor's collection earlier this year.

Finished in menacing black over a black interior, the car sports leather-trimmed bucket seats and a sport steering wheel, adding to its overall desirability. It would surely make a thrilling example to any Porsche collection and is ready to be driven and enjoyed as its manufacturers intended.



1995 FERRARI F512M

CHASSIS NO. ZFFVA40B000101228

€180.000 – €230.000

DOCUMENTS: UK V5

See page 7 for VAT status explanation.

The Ferrari F512 M was launched in 1994 as the final version of the legendary Testarossa. Ultimately, it was to be the last flat-12 Ferrari produced, and in an effort to produce a definitive iteration, Ferrari improved all aspects of the model with particular attention paid to the chassis, engine and cosmetics. Numerous internal engine upgrades, including titanium rods and other lightened components, helped to increase horsepower and compression over its predecessors while reducing weight.



The final version of the era-defining Testarossa
40,000 km from new
Well maintained with a recent cambelt service
Accompanied by its original books and tools

Engine modifications coupled with chassis refinements such as a new stainless exhaust, updated suspension and a new Bosch ABS braking system all combined for more power and better handling assisted by a near 50/50 weight distribution.

These improvements resulted in impressive performance figures of 0-100 km/h in 4.7 seconds and a top speed of 315 km/h, figures close to the hardcore F40. In total, 501 F512 M examples were manufactured, making it one of the rarest road-going models of Luca di Montezemolo's reign at Ferrari.

This European-delivered example is presented in its original colours of Rosso Corsa with a Nero leather interior. Imported into the UK in 2015, this example has a comprehensive service history; minimal mileage has been completed since a cambelt and fluid service was completed towards the end of 2017 by Foskers. Importantly, it is accompanied by its original books and tools.

Presented in traditional Ferrari colours, this fine example presents a great opportunity to enjoy the final and best version of the mid-engined flat-12 Ferraris.

336



337

2005 MERCEDES-BENZ CLK DTM AMG

CHASSIS NO. WDB2093421F121634

€225.000 – €275.000

DOCUMENTS: **FRENCH CERTIFICAT D'IMMATRICULATION**

See page 7 for VAT status explanation.

Just two private owners from new,
originally delivered to Germany
Recently serviced, ready to be driven and enjoyed
One of only 100 examples produced

Built on the platform of the C209-generation Mercedes-Benz CLK, a generation that saw convertibles, coupés and AMG models, including the desirable 'Black Series', the CLK DTM AMG is without doubt the most desirable of its brethren. Built to celebrate Bern Schneider's Deutsche Tourenwagen Masters championship win in 2003, the CLK DTM AMG was as close to his race car as customers could get while still being able to drive their new Mercedes-Benz on the road.





Graced with a 5.4-litre, supercharged V-8 engine producing 582 bhp, it could reach 100 km/h in just 3.9 seconds and reach a top speed of 320 kph. Performance is managed through a five-speed automatic transmission with steering-wheel mounted paddle shifters. Slide into the lightweight bucket seat behind the driver's seat, and it is abundantly clear that this is not a vehicle to be taken lightly. With wider rear fender flares, a large rear spoiler and larger wheels all round, the CLK DTM AMG is a sight to behold on the open road. Just 100 examples were built.

Finished in black over a black leather and Alcantara interior, this example was delivered new in Germany to its first owner, it has only enjoyed two private owners from new and its odometer currently shows just under 21,800 km from new. Recently, the car has been serviced at a Mercedes-Benz dealer and is ready to driven and enjoyed as its manufacturers intended.

Without a doubt amongst the most radical and exciting Mercedes-Benz AMGs produced thus far into the 21st century and an automobile with direct links to motorsport, this CLK DTM AMG deserves a place in any collection of German sports cars or AMGs.



338

**1982 BMW ALPINA
B7 TURBO COUPÉ**

CHASSIS NO. **WBAEA3108C5571324**

€90.000 – €100.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

One of only 153 examples built

Beautifully presented in stunning *Alpinweiß* with Alpina details over tan leather



339

2015 BMW M5 '30 JAHRE'

CHASSIS NO. **WBSFV9C59FD594265**

€70.000 – €80.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

U.S.-specification example, delivered new to Canada

Virtually as new with less than 400 km from new

Special edition celebrating 30 years of the M5; one of only 300 examples built



□ **2017 MORGAN AERO 8**

○ CHASSIS NO. SA9EAA8ATHE004048

€110.000 – €130.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

European-specification example,
delivered new to the Netherlands

Virtually as new with only delivery mileage

This particular Aero 8 left the factory on 5 July 2017 and is specified beautifully in Lapis Blue, a Porsche colour, with navy mohair hood and side screens. Inside, the tan leather quilted seats are complemented by box weave carpets in Oatmeal and Tawny Ash veneer trims. An 'Aero Racing' performance pack, which includes side exit exhausts, red callipers, gloss black diffuser and an AR Motorsport detail pack complete the specification, along with an automatic transmission.

The car was built to European specifications and delivered to Lowman Exclusive, Morgan's dealership in Holland. Purchased by the current owner in 2017 and imported to Switzerland, it has remained in the current owner's collection ever since. Beautifully preserved, it presents as new throughout, with a paltry 135 km on its odometer at the time of cataloguing.

Featuring an intoxicating blend of classic looks with modern underpinnings, this Aero 8 is sure to turn heads even amongst the most exotic company.



340



341

□ 1998 MERCEDES-BENZ SL 70 AMG

CHASSIS NO. **WDB1290761F171128**

€125.000 – €175.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to Japan

Finished in Obsidian Black Metallic over
exclusive Black leather

At a time when the price of a standard Mercedes-Benz SL 600 was just 5% less than a Rolls-Royce Silver Spirit, it is unsurprising that the SL70 always was an extremely rare car; the engine upgrade alone cost roughly the equivalent of €50.000. Nevertheless, the reward was staggering: a hand-built 7.0-litre AMG-tuned version of the exquisite M120 V-12 engine, producing a supercar-slating 500 bhp.

This SL70 was delivered to Japan in June 1998 and in addition to the engine upgrade, features every AMG option offered for the R129 SL600, including: carbon fibre interior trim, a colour-coded body kit, smaller steering wheel, split-rim alloy wheels, xenon headlights, and a sports exhaust system. Specified in 'Triple Black', it oozes menace and potency. Imported from Japan to Switzerland by the consignor in 2016, it presents very well in largely original condition.

Quite simply, one of the ultimate AMG-tuned Mercedes-Benzes.





1985 FERRARI TESTAROSSA

CHASSIS NO. ZFFTA17B000060227
ENGINE NO. 000373

€125.000 – €150.000

DOCUMENTS: **CANCELLED ITALIAN LIBRETTO**
See page 7 for VAT status explanation.

Just three owners from new, single ownership from 1989–2017

Largely original throughout

Stunning Argento over Nero colour scheme

Desirable, early 'Monospecchio' example



Introduced in 1984 at an exclusive event at the famed Lido nightclub of Paris, the Ferrari Testarossa became an overnight sensation. Designed by the creative genius Leonardo Fioravanti, the Testarossa came to epitomize 1980s excess. Defined by its distinctive air intakes running along both doors, these were quickly nicknamed 'cheese graters' by the public and came to define Ferraris design language through the early 1990s.

Low, wide and wonderfully captivating, the Testarossa has been hailed as one of Ferrari's definitive gran turismos. Powered by a 5.0-litre 180-degree V-12 producing 390 bhp, it could thrill its occupants with a top speed close to 300 kph onwards from a 0–100 km/h time of under six seconds, performance figures that can easily outrun the vast majority of production cars today.

Finished in a seldom-seen Grigio paintwork over a Nero leather interior, this early and desirable 'monospecchio' (single-mirror) presents beautifully throughout in largely original condition, clearly having been very well kept since new. Chassis no. 60227 was delivered by SA MO CAR of Rome to its first owner, Ettore Torchio, who kept it for four years before selling it to Mario Morsilli, the owner of a specialized Ferrari garage, who kept and maintained the car by himself until 2017, when it was acquired by the current and third owner.

Thanks to its brilliant styling and amazing performance, the Testarossa quickly became a performance car icon and remains one of the most celebrated and recognizable Ferraris ever built. Boasting just three owners from new, this would be an excellent example for any enthusiast to own and enjoy.

342



343

1988 BMW M5
CHASSIS NO. **WBSDC9307J2791182**

€50.000 – €70.000

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Delivered new to the U.S.
One of only 1,340 examples built for the North American market



344

2000 BMW 750iL
CHASSIS NO. **WBAGJ010X0D650957**

€30.000 – €40.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.

Offered from the Youngtimer Collection
Numerous BMW Individual options, including *Sepiaviolett* metallic paintwork
German-delivery example with under 28,000 km from new



□ **1991 BENTLEY TURBO RL** **345**

CHASSIS NO. **SCBZP03A9MCX34957**
ENGINE NO. **74447 L410 I TKL**

Offered from the Youngtimer Collection
Stunning Balmoral Metallic Green
over Magnolia leather

One of just 249 built for the 1991 model year

€25.000 – €30.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



□ **1993 DAIMLER DOUBLE SIX** **346**

CHASSIS NO. **SAJDDLW4CR87089**

Offered from the Youngtimer Collection
Cranberry Red over Doeskin leather

€15.000 – €20.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



□ **1996 MERCEDES-BENZ S 600** **347**

CHASSIS NO. **WDB1400761A296397**

Offered from the Youngtimer Collection
Japanese-delivery example
Finished in Malachite Green
Metallic over Black Leather

€20.000 – €30.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



□ **1994 MERCEDES-BENZ S 600** **348**

CHASSIS NO. **WDB1400571A213580**

Offered from the Youngtimer Collection
Blue-black metallic paint with
black leather interior
Originally sold in Japan
Fitted with a handful of AMG accessories

€25.000 – €30.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



349

□ **1992 BENTLEY TURBO RL**

CHASSIS NO. **SCBZP03D5NCX44168**
ENGINE NO. **76196 L410 I TKN**

€30.000 – €35.000

OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Desirable long-wheelbase Turbo R, one of only 1,211 examples produced



350

□ **1988 MERCEDES-BENZ 560 SEL**

CHASSIS NO. **WDB1260391A481277**

€40.000 – €50.000

DOCUMENTS: **FORM 13.20A**

See page 7 for VAT status explanation.

Offered from the Youngtimer Collection

Lovely dark blue over red velour colour scheme



□ 1982 NISSAN 280ZX 351

CHASSIS NO. JN1HZ04S9CX454086

Offered from the Youngtimer Collection
Just over 3,500 miles from new
Includes its original window sticker,
invoice and warranty card

€20.000 – €25.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **FORM 13.20A**
See page 7 for VAT status explanation.



□ 1979 ROLLS-ROYCE SILVER WRAITH II 352

CHASSIS NO. LRX36864

Offered from the Youngtimer Collection
Tastefully outfitted in
Black with a beige interior
Previously registered in
Germany and Monaco

€20.000 – €25.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **CANCELLED SWISS CARTE GRISE**
See page 7 for VAT status explanation.



○ 1990 RENAULT 5 GTR CABRIOLET 353

CHASSIS NO. VF1C40F0501854300

Remarkably original with
only 350 km from new
Displayed in a Renault dealership until 2016
when purchased by its first Italian owner
Said to be one of roughly 170
Cabriolets produced

€10.000 – €15.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **ITALIAN LIBRETTO**
See page 7 for VAT status explanation.



1960 PORSCHE-DIESEL JUNIOR 108 K 354

CHASSIS NO. K 9748 G

One private owner from new
Delivered to a farm in Italy where
it remained until 2019
Hugely original throughout, thanks to being
stored in the family barn for three decades
Accompanied by its original Italian Libretto

€19.000 – €25.000
OFFERED WITHOUT RESERVE

DOCUMENTS: **ITALIAN LIBRETTO**
See page 7 for VAT status explanation.

ACKNOWLEDGEMENTS

DANKSAGUNGEN

SPECIAL THANK YOU • EIN BESONDERER DANK

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GUIDE TO BUYING AT AUCTION

CONTRACTUAL OBLIGATIONS

Please consult the Bidders' Conditions of Business for details on your contractual obligations of bidding at this or any other RM Auctions Deutschland GmbH d.b.a. RM Sotheby's ("RMS") auction.

POST-SALE SETTLEMENT

In the event of a successful bid, our Administration department will e-mail you a copy of your Bill of Sale and wire transfer instructions following the sale. Payment is due in full on or before 5:00 p.m. of the next business day following the auction, and payment is to be made to RMS. All payments must be in the form of wire transfer unless other arrangements have been approved in advance. International Bidders are advised that wire transfers may take multiple days for funds to transfer, and as such, we ask for banking institutions to confirm the transfer directly with our Administration department once initiated.

ADDITIONAL FEES AND TAXES

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

LEITFADEN FÜR DEN AUKTIONSKAUF

VERTRAGLICHE VERPFLICHTUNGEN

Für Informationen über vertragliche Verpflichtungen beim Kauf auf dieser Auktion oder jeder anderen von RM Auctions Deutschland GmbH unter dem Handelsnamen RM Sotheby's („RMS“) durchgeführten Auktion schlagen Sie bitte die Geschäftsbedingungen für Bieter nach.

ABWICKLUNG NACH ERFOLGREICHEM GEBOT

Im Falle eines erfolgreichen Gebots erhalten Sie von unserer Verwaltung per e-mail eine Kopie ihres Kaufvertrags und eine Überweisungsanleitung. Die Zahlung muss am ersten Arbeitstag nach der Auktion bis 17.00 Uhr erfolgt und auf RMS ausgestellt sein. Sofern vorher keine anderslautenden Abmachungen getroffen wurden, müssen alle Zahlungen in Form von Überweisungen durchgeführt werden. Ausländische Bieter mögen bitte beachten, dass Überweisungen aus dem Ausland mehrere Tage in Anspruch nehmen können, weshalb wir darum bitten, dass die von Ihnen für die Überweisung genutzten Institutionen sich nach der Durchführung umgehend mit unserer Verwaltung in Verbindung setzen, um die Durchführung der Überweisung zu bestätigen.

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Der finale Gebotspreis beinhaltet weder das Aufgeld noch die auf jedes ersteigerte Los fälligen Steuern. Der Käufer ist dafür verantwortlich, die auf lokaler, Bundes-, Provinz- oder territorialer Ebene anfallenden Steuern zu entrichten sowie alle anderen Steuern, von denen der Käufer nicht frei ist (der Käufer ist dafür verantwortlich, die entsprechende Freistellung RMS anzuzeigen). Der Käufer ist dafür verantwortlich, die anfallenden Zölle und Abgaben, Gebühren und jedwede anderen notwendigen Zahlungen zu tätigen, die beim Import zum finalen Zielort anfallen.

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In addition to the Hammer Price, the winning Bidder 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 or any other lot ("**Buyers' Premium**") in accordance with the following clauses:

- In the event of a final Hammer Price of €200.000,00 (EUR) and below on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).
- In the event of a final Hammer Price above €200.000,00 (EUR) on all motor car lots, 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 a Hammer Price above €200.000,00 (EUR).
- Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, 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 lots.

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

IMPORT TO THE U.S.A.

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

IMPORT TO CANADA

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

AUFGELD

Zusätzlich zum Zuschlagspreis („**Hammer Price**“) wird bei erfolgreichem Gebot beim Kauf eines Automobils oder jedes anderen Loses ein als prozentualer Anteil am Zuschlagspreis berechnetes Aufgeld („**Buyers' Premium**“) an RMS nach den folgenden Bedingungen fällig:

- Bei einem Zuschlagspreis von bis zu €200.000,00 (EUR) bei allen Automobillosen erhält RMS ein Aufgeld von fünfzehn Prozent (15%) (plus auf das Aufgeld entfallende MwSt. von 19%)
- Bei einem Zuschlagspreis von mehr als €200.000,00 (EUR) bei allen Automobillosen erhält RMS ein Aufgeld von fünfzehn Prozent (15%) (plus auf das Aufgeld entfallende MwSt. von 19%) auf die ersten €200.000,00 (EUR) und von zwölfteinhalb Prozent (12,5%) auf den über €200.000,00 (EUR) liegenden Betrag.
- Beim Kauf von allen anderen nicht-automobilen Loses, einschließlich (aber nicht nur) Memorabilia, Motorräder, Boote, Anhänger, Schmuck und Kleidung, wird ein Aufgeld von zwanzig Prozent (20%) (plus auf das Aufgeld entfallende MwSt. von 19%) des entsprechenden Loses fällig.

Die Auktion wird in Euro durchgeführt, alle Gebote müssen in Euro abgegeben werden. In diesem Katalog enthaltene Schätzwerte in anderen Währungen wurden auf Basis des durch RMS ermittelten Wechselkurses zum Zeitpunkt der Drucklegung errechnet und dienen ausschließlich zur Information unserer internationalen Bieter.

IMPORT IN DIE USA

Bitte beachten Sie, dass bestimmte Fahrzeuge, darunter solche, die noch nicht fünfundzwanzig (25) Jahre alt sind, unter Umständen nicht für einen Import in die Vereinigten Staaten in Frage kommen. Interessenten mögen sich bitte mit einem lizenzierten US-Zollagenten in Verbindung setzen, um sich vor Abgabe eines Gebots über die entsprechende Situation Klarheit zu verschaffen. Unabhängig davon machen RMS oder ihre Tochtergesellschaften unabhängig vom Alter des Fahrzeugs keine Aussagen jedwelcher Art über die Importfähigkeit eines Loses in jedwelches Land.

IMPORT NACH KANADA

Bitte beachten Sie, dass die meisten Fahrzeuge unterhalb eines Alters von fünfzehn (15) Jahren nicht für einen Import nach Kanada in Frage kommen. Interessenten mögen sich bitte vor Abgabe eines Gebots über die entsprechende Situation Klarheit zu verschaffen. Unabhängig davon machen RMS oder ihre Tochtergesellschaften unabhängig vom Alter des Fahrzeugs keine Aussagen jedwelcher Art über die Importfähigkeit eines Loses in jedwelches Land.

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LOTS UNDER TEMPORARY IMPORT

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BIDDING INCREMENTS

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

LOSE IM STATUS DES TEMPORÄREN IMPORTS

Temporären Importrestriktionen unterworfenen Fahrzeuge können nicht von RMS freigegeben werden, ohne dass die Zollformalitäten komplett erledigt worden sind und die komplette Zahlung erfolgt ist. Zollabgaben werden im Hinblick auf jedes individuelle Szenario erhoben und sind direkt an die jeweiligen Zollbehörden zu entrichten, über deren Kontaktdaten RMS auf Wunsch und wenn nötig Auskunft erteilen kann.

GEBOTSSCHRITTE

Unter normalen Umständen bestimmt der Auktionsschätzwert des jeweiligen Loses einen Mindestgebotsschritt, den der Auktionator akzeptiert. Bitte beachten Sie, dass es aufgrund der Natur einer live durchgeführten Auktion im alleinigen Ermessen des Auktionators liegt, welche Gebote er außerhalb der normal verlangten Gebotsschrittgröße akzeptiert.

TRANSPORTATION, SHIPPING, AND STORAGE

RMS strongly advises buyers to make immediate arrangements for the collection and transport of purchased lots. It is the Buyer's responsibility to make their own arrangements, but RMS is pleased to offer our clients the services of the following companies:

Menabetz

Martin Kahms
t: + 49 (0) 7121 433 5833
martin.kahms@menabetz.com

CARS

Hayley Dawson
t: +44 (0) 1284 850 950
hayley@carseurope.net

SENATOR INTERNATIONAL Spedition GmbH

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t: +49 811 54157-127
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TRANSPORT, VERSCHIFFUNG UND LAGERUNG

RMS empfiehlt allen Käufern dringlich, umgehend Vorkehrungen für die Abholung und den Abtransport gekaufter Lose zu treffen. Die Käufer sind diese Vorkehrungen selbst verantwortlich, doch empfiehlt RMS seinen Kunden die Dienstleistungen der folgenden Unternehmen:

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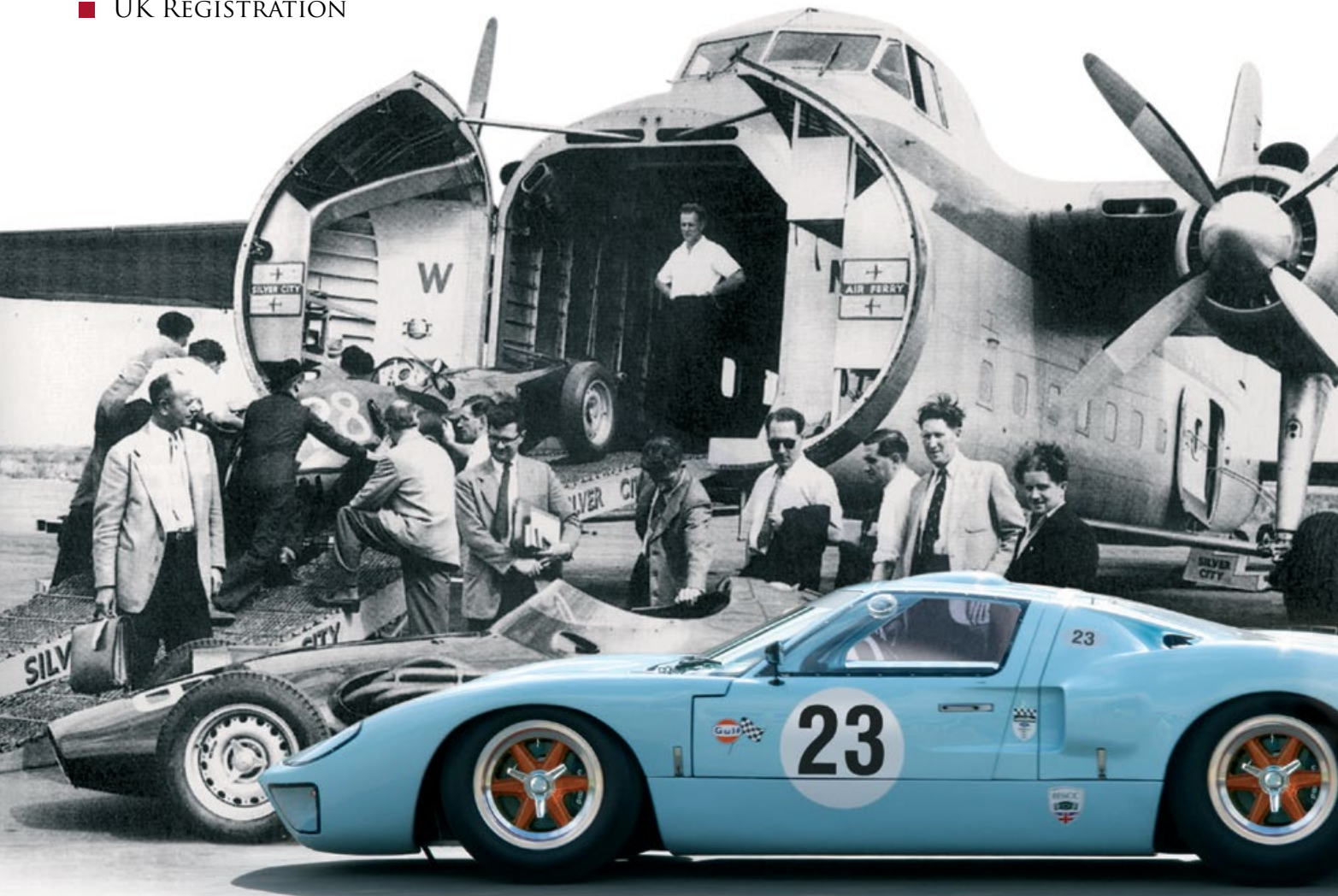
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REMOVAL OF PURCHASED LOTS

Following the auction, all lots will be removed from the site and taken to a secure storage facility. The fee for this removal is €350 plus VAT per lot, which will be charged to the Buyer. Storage rates will commence on Tuesday, 16 April 2019 at a cost of €10 plus VAT per day per car and will be accrued by the buyer until full payment and instructions for transport has been received. Please note it is the Buyer's responsibility to insure their lots whilst in storage.

If the lot you have purchased is temporarily imported into Germany, then it will be removed to a separate bonded warehouse operated by Senator International. The fee for this removal is €350 plus VAT and €50 plus VAT per car per day whilst in storage. The Buyer will be responsible for these charges until full payment has been received and instructions for transport arranged. Please note it is the Buyer's responsibility to insure their lots whilst in storage.

Should you have any further inquiries regarding transportation, please contact Greg Anderson.

ABHOLUNG ERSTEIGERTER LOSE

Nach der Auktion werden alle Lose vom Ort der Auktion entfernt und in einem gesicherten Lager untergebracht. Der Käufer wird mit einer Freigabegebühr von €350 + MwSt je Los sowie mit einer Lagergebühr von €10 + MwSt pro Fahrzeug und pro Tag belastet (Lagergebühren werden ab Dienstag, den 16. April 2019 beginnend berechnet). Diese Kosten werden dem Käufer in Rechnung gestellt bis zur vollständigen Bezahlung und dem Erhalt der Anweisungen für einen Abtransport. Bitte beachten Sie, dass der Käufer für die Versicherung des Loses während der Einlagerung verantwortlich ist.

Wenn das von Ihnen ersteigerte Los sich im Status des temporären Imports nach Deutschland befindet, wird es in ein separates und verplombtes Lager der Firma Senator International verbracht. Der Käufer wird mit einer Freigabegebühr von €350 + MwSt. pro Fahrzeug belastet sowie mit einer Lagergebühr pro Fahrzeug von €50 + MwSt. pro Tag. Der Käufer ist zur Zahlung dieser Gebühren bis zur vollständigen Bezahlung des Loses und dem Erhalt der Anweisungen für einen Abtransport verpflichtet. Bitte beachten Sie, dass der Käufer für die Versicherung des Loses während der Einlagerung verantwortlich ist.

Sollten Sie Fragen haben, wenden Sie sich bitte an Greg Anderson.

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BIDDERS' CONDITIONS OF BUSINESS

GESCHÄFTSBEDINGUNGEN FÜR BIETER

1. Scope, Definition of "Buyer," and Contractual Documents:

- 1.1 Please ensure that you read and understand these Conditions of Business ("Conditions") prior to bidding on a motor car or any other lot at this or any other auction of RM Auctions Deutschland GmbH d.b.a. RM Sotheby's ("RMS"). Even though RMS' Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction. By agreeing to these Conditions, you agree to be bound by these Conditions. Please note that these Conditions are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Conditions. Bidders are encouraged to contact RMS' Client Service department at clientservices@rmsothebys.com with any questions or concerns regarding these Conditions. The term "Buyer" shall hereinafter be used for Bidders purchasing a motor car or any other lot.
- 1.2 RMS' contractual relationship with Bidders is governed by the conditions set out in the registration form and:
 - 1.2.1 These Conditions;
 - 1.2.2 The Bidders' Conditions of Business displayed in the auction salesroom;
 - 1.2.3 The Bidders' Conditions of Business displayed on RMS' website; and
 - 1.2.4 Salesroom notices, auctioneer's announcements at the auction, and/or website updates insofar as these amend the Conditions as applicable on a case-by-case basis.
(together "Contractual Obligations")

1.3 As auctioneer, RMS acts as agent for the Consignor, subject to clause 1.4, and a sales contract is made directly between the Consignor and the Buyer.

1.4 Occasionally, RMS may own a motor car or any other lot (and in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise. RMS will communicate any such information as necessary.

2. Services: RMS provides auction services including, but not limited to, a sales facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RMS will have absolute discretion with regard to the motor car and any other lot or any RMS auction as to (a) consulting any expert either before or after the sale, (b) researching 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, Bidders must pay a bidder registration fee of €50.

4. Bidding:

- 4.1 To bid at an RMS auction, a Bidder must be at least 18 years of age.
- 4.2 At auction, there is no "cooling-off" period. If you are awarded the final bid, the purchase contract is concluded with you upon awarding the bid, and you are responsible for payment in full. No Bidder may retract a bid made during the auction for any reason.
- 4.3 RMS reserves the right to reject bids based on special factual reasons. The highest bidder as determined by the auctioneer will be the Buyer (see clause 9, Awarding, Payment, Purchase, and Collection).
- 4.4 The auctioneer has sole, reasonable discretion in the case of error or dispute with respect to bidding and, whether during or after the sale, to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the motor car or any other lot in dispute. If any dispute arises after the sale, RMS' sale record is conclusive.
- 4.5 At RMS' discretion, RMS will execute orders or absentee bids and accept telephone bids and online bids via rmsothebys.com as a convenience to clients who are not present at auctions. RMS is not, however, responsible for any errors or omissions by clients in connection therewith. Prospective Bidders should also consult rmsothebys.com for the most up-to-date cataloging of motor cars or any other lots.
- 4.6 The Bidder ensures that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with pertinent antitrust law.
- 4.7 As security for a bid, RMS may require necessary financial references, guarantees, deposits, and/or such other securities of reasonable scope at their absolute discretion. Bidders are reminded that RMS cannot obtain financial references over weekends or on public holidays.

5. Purchase Price: The Purchase Price shall consist of the following:

- 5.1 The Hammer Price of the motor car or any other lot and
- 5.2 The respective Buyers' Premium as set out in clause 6.

(clauses 5 to 5.2 together "Purchase Price")

1. Anwendungsbereich; Begriff des Käufers; Vertragsunterlagen.

1.1 Bitte lesen und beachten Sie die vorliegenden Geschäftsbedingungen, bevor Sie bei dieser oder einer anderen Auktion von RM Auctions Deutschland GmbH d.b.a. RM Sotheby's (nachstehend als „RMS“ bezeichnet) ein Gebot für ein Kraftfahrzeug oder eine sonstige Partie abgeben. Obwohl die Geschäftsbedingungen für Bieter standardisiert sind, gibt es spezielle länderspezifische Anforderungen und Bedingungen, die ggf. nicht für jede Auktion gelten, soweit jeweils ersichtlich. Indem Sie diesen Geschäftsbedingungen zustimmen, erklären Sie sich damit einverstanden, an diese Geschäftsbedingungen gebunden zu sein. Bitte beachten Sie, dass diese Geschäftsbedingungen ggf. geändert werden können; es gelten die jeweils vereinbarten Geschäftsbedingungen. Bietern wird empfohlen, sich bei Fragen bzw. Bedenken zu diesen Geschäftsbedingungen unter clientservices@rmsothebys.com an die Kundenbetreuung von RMS zu wenden. Der Begriff „Käufer“ wird im Folgenden entsprechend für Bieter verwendet, die ein Kraftfahrzeug oder eine sonstige Partie erwerben.

1.2 Das Vertragsverhältnis zwischen RMS und den Bietern wird geregelt durch die Bestimmungen des Anmeldeformulars und:

- 1.2.1 diese Geschäftsbedingungen für Bieter;
- 1.2.2 die im Auktionsaal angezeigten Geschäftsbedingungen für Bieter;
- 1.2.3 die auf der Website von RMS angezeigten Geschäftsbedingungen für Bieter; und
- 1.2.4 Verkaufsraummitteilungen, Bekanntmachungen des Auktionators bei der Auktion und/oder Aktualisierungen der Webseite, soweit dadurch im einzelnen Fall Änderungen an den Geschäftsbedingungen für Bieter vorgenommen werden.

Die vorgenannten Dokumente werden gemeinsam als „Vertragsunterlagen“ bezeichnet.

1.3 Als Auktionator tritt RMS vorbehaltlich Ziffer 1.4 als Vertreter für den Einlieferer auf, und ein Kaufvertrag kommt direkt zwischen dem Einlieferer und dem Bieter zustande.

1.4 Gelegentlich kann RMS Eigentümer eines Kraftfahrzeugs oder einer sonstigen Partie sein (und unter diesen Umständen als Verkäufer handeln) und/oder ein rechtliches, wirtschaftliches oder finanzielles Interesse an einem Kraftfahrzeug oder einer sonstigen Partie als besicherter Gläubiger oder anderweitig haben. Dies wird RMS gegebenenfalls entsprechend mitteilen.

2. Dienstleistungen. RMS stellt Auktionsdienstleistungen, insbesondere Verkaufseinrichtungen, Sachbearbeiter, Support-Mitarbeiter, Event-Werbung und Promotion, bereit. Im Zusammenhang mit der Auktion kommt RMS das alleinige Ermessen zu bezüglich des Kraftfahrzeugs und jeder sonstigen Partie oder jeder RMS-Auktion hinsichtlich (a) des Konsultierens jedes möglichen Experten entweder vor oder nach dem Verkauf, (b) der Recherche der Herkunft, (c) Zusammenstellung und Zurverfügungstellung des Kataloges und anderer Beschreibungen, die angebracht sein können, (d) Marketing und Förderung des Verkaufs und (e) aller anderen Dienstleistungen, die erforderlich sind, um den Verkauf durchzuführen.

3. Registrierungsgebühr. Um sich für ein Gebot vor Ort bei einer Auktion zu registrieren, müssen die Bieter eine Registrierungsgebühr in Höhe von EUR 50 entrichten.

4. Abgabe von Geboten.

- 4.1 Um bei einer RMS-Auktion mitbieten zu können, muss der Bieter mindestens 18 Jahre alt sein.
- 4.2 Bei der Auktion gibt es keine „Bedenkzeit“. Wenn Sie das letzte Angebot abgeben, kommt der Kaufvertrag mit Ihnen durch den Zuschlag zustande und sind Sie für die vollständige Bezahlung verantwortlich. Angebote von Bietern im Rahmen der Auktion können aus keinerlei Gründen zurückgenommen werden.
- 4.3 RMS behält sich das Recht vor, Gebote aus besonderen sachlichen Gründen abzulehnen. Der vom Auktionator anerkannte Meistbietende ist der Käufer (vgl. Ziffer 9, Zuschlag).
- 4.4 Im Falle eines möglichen Irrtums oder einer Unstimmigkeit im Hinblick auf das Bieten, etwa bezüglich der Frage, ob ein etwa rechtzeitig abgegebenes höheres Gebot übersehen wurde (das seitens des Bieters sofort beanstandet wurde), sowie bezüglich der Ermittlung des erfolgreichen Bieters, der Wiederaufnahme des Bietens, des Wiederangebots bzw. Wiederverkaufs und gegebenenfalls auch der damit zusammenhängenden Rücknahme des Zuschlags, kommt das alleinige sachgerechte Ermessen dem Auktionator zu. Dies gilt sowohl während der Auktion als auch danach. Sollte es nach der Auktion zu Streitigkeiten kommen, sind die Aufzeichnungen zu Auktion und Verkauf seitens RMS allein entscheidend.

4.5 Nach Ermessen von RMS wird RMS Aufträge oder Gebote von Abwesenden ausführen und telefonische und Online-Gebote über rmsothebys.com annehmen, als einen Dienst für Kunden, die nicht bei Auktionen anwesend sein können; RMS ist jedoch nicht verantwortlich für Fehler oder Unterlassungen der Kunden im Zusammenhang mit diesen Geboten. Zukünftigen Bietern wird empfohlen, unter rmsothebys.com die neueste Katalogisierung der Kraftfahrzeuge und sonstiger Partien zu studieren.

4.6 Der Bieter stellt sicher, dass alle von ihm oder in seinem Auftrag eingereichten Gebote nicht das Ergebnis einer missbräuchlichen Abrede oder sonstiger wettbewerbswidriger Vereinbarungen sind und nicht gegen anwendbares Kartellrecht verstoßen.

4.7 RMS kann als Sicherheit für ein Gebot nach seinem alleinigen Ermessen Bonitätsauskünfte, Garantien, Kautionen bzw. andere Sicherheiten in angemessenem Umfang verlangen. Bieter haben zu berücksichtigen, dass RMS an Wochenenden und Feiertagen keine Bonitätsauskünfte einholen kann.

5. Kaufpreis. Der Kaufpreis setzt sich aus Folgendem zusammen:

- 5.1 dem Zuschlagpreis für das Kraftfahrzeug oder jegliche sonstige Partie und
- 5.2 der jeweiligen Käuferprämie gemäß Ziffer 6.

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BIDDERS' CONDITIONS OF BUSINESS

6. Buyers' Premium:

- 6.1 In addition to the Hammer Price, the winning Bidder is required to pay RMS a percentage of the Hammer Price, which RMS retains as the Buyers' Premium for the purchase of each motor car or any other lot ("**Buyers' Premium**").
- 6.2 The following Buyers' Premiums are payable:
 - 6.2.1 In the event of a final Hammer Price of €200,000 or below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyer's Premium).
 - 6.2.2 In the event of a final Hammer Price above €200,000 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first €200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000.
 - 6.2.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 6.3 For those Bidders utilizing the Live Auctioneers online service for any RMS auction, in addition to the applicable Buyers' Premium, an additional 2% of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional 3% of the Hammer Price will be charged to the Buyer of a non-motor car lot, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.

7. Tax:

- 7.1 The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RMS verification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the motor car or any other lot to its final destination.
- 7.2 Although not an exhaustive list, please be aware of the following: For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than 6 months or that have been driven for no more than 6,000 kilometers are considered new means of transport and will be subject to VAT. Payment of VAT is the responsibility of the Buyer. Where applicable, RMS may take a deposit from the Buyer equal to the amount of VAT due, which will be refunded upon receiving satisfactory evidence that the motor car has been transported to and registered in another EU country.

8. **No Legal or Tax Advice:** The Bidder shall be solely responsible for their conduct and, in particular, has the option to obtain legal or tax-related counsel. Notwithstanding any references to any transactions or arrangements in these Conditions, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of these Conditions, RMS has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with any of the transactions in accordance with these Conditions. It is the Bidder's responsibility to comply with all legal and fiscal obligations that are applicable to them and associated with the purchase of a motor car or any other lot at an RMS auction.

9. Awarding, Payment, Purchase, and Collection:

- 9.1 The contract between Consignor and Bidder is concluded with the fall of the auctioneer's hammer or equivalent device or mechanism ("**Awarding**"). A bid is accepted if no higher bid is submitted after a bid was called out three times. Acceptance of the bid obliges the Bidder to accept the bid and to pay the corresponding price ("**Hammer Price**"). Payment of the Hammer Price is due in full by no later than 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RMS.
- 9.2 Payments shall be effected by bank transfer unless other arrangements have been made in advance.
- 9.3 RMS is not obligated to release the motor car or any other lot to the winning Bidder until the winning Bidder has met all of the Contractual Obligations and paid the Purchase Price plus applicable taxes. Ownership will only be transferred to the successful Bidder after payment of the Purchase Price is received in full.
- 9.4 In the event that the winning Bidder does not pay any portion of the Purchase Price plus applicable taxes by the Payment Deadline, the Bidder agrees to the following: If RMS elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RMS shall towards the Bidder/Buyer have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at statutory law, or under these Conditions. The Bidder 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 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 under 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, a late charge of 10% interest per annum on (1) the Purchase Price plus applicable taxes; (2) the maximum published Sellers' Commission; (3) applicable expenses; (4) any collection costs, attorney fees, and court costs incurred to enforce payment; and (5) other damages.

GESCHÄFTSBEDINGUNGEN FÜR EINLIEFERER

6. Käuferprämie.

- 6.1 Neben dem Zuschlagpreis ist der erfolgreiche Bieter verpflichtet, RMS einen bestimmten Anteil (Prozentsatz) des Zuschlagpreises zu zahlen, den RMS als Käuferprämie für den Kauf eines jeden Kraftfahrzeugs oder jeder sonstigen Partie ("**Käuferprämie**") einbehält.
- 6.2 Es gelten die folgenden Käuferprämien:
 - 6.2.1 Bei einem endgültigen Zuschlagpreis von 200.000 € (EUR) und darunter für alle Kraftfahrzeugpartien erhält RMS eine Käuferprämie von fünfzehn Prozent (15%) (zzgl. USt. auf die Käuferprämie).
 - 6.2.2 Bei einem endgültigen Zuschlagpreis von über 200.000 € (EUR) erhält RMS für alle Kraftfahrzeugpartien eine Käuferprämie von fünfzehn Prozent (15%) (zzgl. USt. auf die Käuferprämie) auf die ersten 200.000 € (EUR), und eine Käuferprämie von zwölf Prozent (12,5%) (zzgl. USt. auf die Käuferprämie) auf den Zuschlagpreis von über 200.000 € (EUR).
 - 6.2.3 Käufer aller Nicht-Kraftfahrzeugpartien, insbesondere Erinnerungsstücke, Motorräder, Boote, Anhänger, Schmuck und Kleidung, sind verpflichtet, RMS eine Käuferprämie von zwanzig Prozent (20%) (zuzüglich USt. auf die Käuferprämie) auf den Zuschlagpreis dieser jeweiligen Partien zu zahlen.
- 6.3 Für die Nutzung des online-Service „Live Auctioneers“ für Auktionen von RMS fällt zusätzlich zu der jeweiligen Käuferprämie ein Betrag in Höhe von zwei Prozent (2%) des Zuschlagpreises bei Kraftfahrzeugen bzw. drei Prozent (3%) des Zuschlagpreises bei sonstigen Partien (insbesondere Erinnerungsstücke, Motorräder, Boote, Anhänger, Schmuck und Kleidung) für den jeweiligen Käufer an.

7. Steuern.

- 7.1 Der Käufer trägt alle Steuern auf Stadt-, Bundes-, Bundesstaaten-, Provinz- und Territorialebene sowie alle anderen Abgaben, von denen der Käufer nicht befreit ist, vorbehaltlich der Überprüfung durch RMS; für den Nachweis der Befreiung ist der Käufer verantwortlich. Der Käufer hat sämtliche maßgeblichen Zölle, Einfuhrzölle, Gebühren bzw. sämtliche anderen erforderlichen Zahlungen zu tragen, die auf die Einfuhr des Kraftfahrzeugs bzw. der sonstigen Partie an den endgültigen Bestimmungsort anfallen.
- 7.2 Auch wenn es sich nicht um abschließende Ausführungen handelt, sollten Sie das Folgende berücksichtigen: Für Auktionen in der EU gilt gemäß der EU-Umsatzsteuerrichtlinie, dass Kraftfahrzeuge, die nicht länger als sechs (6) Monate in Gebrauch sind oder die nicht mehr als 6.000 Kilometer gefahren wurden, als neues Transportmittel betrachtet werden und umsatzsteuerpflichtig sind. Der Käufer ist für die Zahlung der Umsatzsteuer verantwortlich. Falls zutreffend, kann RMS von dem Käufer eine Kaution in der Höhe der fälligen Umsatzsteuer verlangen, welche nach dem Erhalt eines zufriedenstellenden Nachweises darüber zurückgezahlt wird, dass das Kraftfahrzeug in ein anderes EU-Land transportiert und dort registriert wurde.

8. **Keine rechtliche oder steuerrechtliche Beratung.** Der Bieter ist allein verantwortlich für sein Verhalten und hat insbesondere die Möglichkeit, Beratung rechtlicher oder steuerrechtlicher Art in Anspruch zu nehmen. Ungeachtet sämtlicher Verweise auf Transaktionen oder Übereinkommen in der vorliegenden Vereinbarung oder sämtlicher zeitgleicher schriftlicher, mündlicher oder stillschweigender Abreden der Parteien in Bezug auf den Gegenstand der vorliegenden Vereinbarung stellt RMS dem Bieter bzw. zugunsten des Bieters keine rechtliche bzw. steuerrechtliche Beratung oder Steuerplanungsdienstleistungen in Zusammenhang mit den etwaigen Transaktionen gemäß der vorliegenden Vereinbarung zur Verfügung. Die Einhaltung sämtlicher für ihn anwendbarer rechtlicher bzw. steuerrechtlicher Vorgaben obliegt der Verantwortung des Bieters.

9. Zuschlag, Zahlung, Erwerb und Entgegennahme.

- 9.1 Der Vertrag zwischen dem Einlieferer und dem Bieter wird mit dem Schlag des Hammers oder eines gleichwertigen Gerätes oder Mechanismus des Auktionators ("**Zuschlag**") geschlossen. Der Zuschlag wird erteilt, wenn nach dreimaligem Aufruf eines Gebots kein höheres Gebot abgegeben wird. Der Zuschlag verpflichtet den Bieter zur Abnahme und zur Zahlung des entsprechenden Preises ("**Zuschlagpreis**"). Die Zahlung des Zuschlagpreises ist bis spätestens 17.00 Uhr des nächsten Geschäftstages ("**Zahlungsfrist**") zur Gänze fällig und die Zahlung erfolgt an RMS.
- 9.2 Zahlungen erfolgen per Überweisung, sofern nicht im Voraus andere Vereinbarungen getroffen wurden.
- 9.3 RMS ist nicht verpflichtet, das Kraftfahrzeug oder die sonstige Partie an den erfolgreichen Bieter freizugeben, bis der erfolgreiche Bieter alle vertraglichen Verpflichtungen erfüllt und den Kaufpreis zuzüglich der anfallenden Steuern gezahlt hat. Das Eigentum geht auf den erfolgreichen Bieter erst nach vollständiger Begleichung des Kaufpreises über.
- 9.4 Für den Fall, dass der erfolgreiche Bieter bis zum Ende der Zahlungsfrist keinen Teil des Kaufpreises zuzüglich der anwendbaren Steuern gezahlt hat, stimmt der Bieter Folgendem zu: Der Bieter autorisiert RMS hiermit, den Kaufpreis für den Einlieferer zuzüglich anfallender Steuern von einer etwaigen Barhinterlegung des Bieters abzuziehen oder eine etwaige vom Bieter hinterlegte Kreditkarte mit diesem Betrag zu belasten. Für den Fall, dass die Barhinterlegung und/oder die Kreditkartenzahlung des Bieters den Kaufpreis zuzüglich anfallender Steuern nicht deckt, behält sich RMS, zusätzlich zu weiteren gesetzlich verfügbaren Rechtsmitteln, das Recht vor, für den Einlieferer von dem Käufer ab Ende der Zahlungsfrist bis zur vollständigen Zahlung des Kaufpreises zuzüglich anfallender Steuern, Verzugszinsen in gesetzlicher Höhe zu verlangen. Zusätzlich hat RMS für den Einlieferer und für sich selbst, soweit jeweils anwendbar, das Recht, dem Bieter anfallende erforderliche Ausgaben und sämtliche Kosten bzgl. Inkasso, Anwalts- und Gerichtsgebühren, die zur Geltendmachung der Zahlungsansprüche notwendig sind, sowie alle sonstigen Schäden in Rechnung zu stellen. Sonstige Rechte von RMS bleiben unberührt.

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Stunning contemporary estate perched atop 4+ mountaintop acres in gated Eagles Nest. Built to capture spectacular views of the vast desert vistas and starry skies. Striking finishes and effortless floor plan. **\$9,000,000.** Frank.Aazami@sir.com

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Welcome to Bella Paradiso, located on the south side of Mummy Mountain. This 20,000 sq. ft. residence features 6-suite rooms, 13.5 baths, 4 laundry facilities and room to host 200 guests. **\$19,949,000.** Frank.Aazami@sir.com

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This exquisite custom estate offers 270 degree valley views from 1 of the 5 highest hillside homes in the premium La Place Du Sommet. Imported finishes, theater, and paramount views. **\$5,250,000.** Frank.Aazami@sir.com

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Privately gated estate on nearly 15 acres offers the highest commercial grade steel and glass. 5 suites, 5 baths, fishing pond, 1,200 sq. ft. cabana, 1,300 sq. ft. garage and generous 2,000 sq. ft. kitchen. **\$4,750,000.** Frank.Aazami@sir.com

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Mediterranean masterpiece of former world #1 tennis pro Jelena Jankovic, with 8 bedrooms, 15,134 sq. ft. plus 2,400 sq. ft. car collector's dream garage, private gym, tennis court, wine cellar, theater and billiards room. **\$13,500,000.** Ryan.Dalzell

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CAPE ELIZABETH, MAINE

One of a kind Maine estate. Finest combination of amenities and location set on 5.5 private acres of bold Atlantic coastline. Private beach, pool, tennis court, guest cottage. This incredible home has it all. **\$8,790,000.** Chris.Lynch

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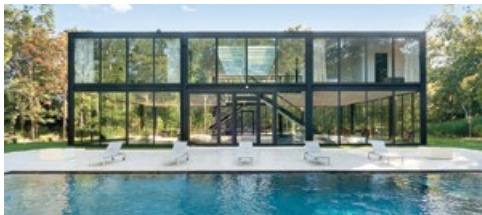


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The Chimneys, 28 acres of oceanside privacy; 13,000 sq. ft. home with 8 bedrooms; private white sand beach and Olmsted gardens; carriage house for collector cars with 2 bedroom apartment above. **\$24,000,000.** Michael.L.Carucci

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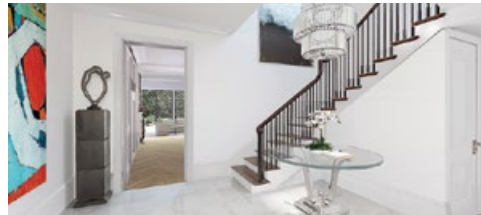
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BIDDERS' CONDITIONS OF BUSINESS

- 9.5 The successful Bidder shall, as soon as the bid is awarded, bear any risk for loss of or damage to the motor car or any other lot, if the business transaction was concluded in the auction room, if the motor car or other lot was present in the auction room, and if the Bidder obtains direct co-ownership of the motor car or other lot as soon as the bid is awarded. Furthermore, Bidder shall, as soon as the bid was awarded, bear any risk for loss of or damage to the motor car or the other lot if the motor car or other lot is stored and if benefits under insurance policies that RMS has concluded are transferred to the Bidder. Insofar as the conditions of neither sentence 1 nor sentence 2 are met, the successful Bidder shall bear upon purchase any and all risks in connection with loss or damage and shall meet the costs for the insurance.
- 9.6 Collection of the motor car or the other lot shall be governed by clause 20, Collection of Purchased Motor Car or Any Other Lot.
- 10. "All Sales Are 'As Is' and 'Where Is'" and Liability:**
- 10.1 The Bidder is responsible for inspections and verification of the condition, authenticity, and completeness of any motor car or any other lot 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, and RMS only has the obligation to verify or authenticate any such claims or representations. Except as herein provided, all motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied.
- 10.2 RMS shall only be liable for gross negligence and intent, as well as for the violation of any such obligations (the compliance with which makes the execution of the agreement possible in the first place) and on compliance with which the Bidder/Buyer can usually rely ("**Cardinal Duty**").
- 10.3 In regard to the violation of a Cardinal Duty caused by minor negligence, the liability of RMS shall be limited to any damage typical for the type of agreement and which was foreseeable at the time of contract conclusion.
- 10.4 RMS shall accept no liability for any violation of a contractual obligation that is not a Cardinal Duty and is caused by minor negligence.
- 10.5 Insofar as the liability of RMS is limited or excluded, this shall also apply to the liability of employees, representatives, or vicarious agents of RMS.
- 10.6 The aforementioned limitations or exclusions of liability shall not apply in case of fraudulent concealment of defects, assumption of a warranty or a purchase risk, liability under product liability law and personal injury (injury to life, limb, or health), or any other compulsory liability. This is not associated with any change to burden of proof.
- 11. Reserves:** Motor cars or any other lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the Consignor. When a motor car or any other lot is sold subject to such a reserve bid, the auctioneer may bid on the Consignor's behalf if such bid is agreed in writing with the Consignor, 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, however subject to clauses 10.2 through 10.6. By submitting one or more bids, the Bidder has entered into a binding contract to purchase each motor car or any other lot if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable taxes, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax.
- 13. Cancellation/Rescission of Auction:** RMS will use reasonable efforts to avoid cancellation/rescission of an auction; however, RMS has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission, without prejudice to clause 10, in case of force majeure or other unforeseen events that RMS was unable to prevent despite exercising due diligence as appropriate for the circumstances, especially:
- 13.1 Any natural disaster that, despite reasonable efforts, restricts RMS from holding the auction;
- 13.2 Structural damage to the auction venue prior to the auction, caused by unforeseen external influences, that, despite reasonable efforts, restricts RMS from holding the auction;
- 13.3 Any terrorist event that, despite reasonable efforts, restricts RMS from holding the auction; and/or
- 13.4 Government/court actions, orders, injunctions, regulations, or laws that necessitate a cancellation of the auction.
- 14. Cancellation/Rescission of the Sale of a Motor Car or Any Other Lot:** RMS will use reasonable efforts to avoid cancellation/rescission of a sale of a motor car or any other lot. However, RMS has the sole discretion to cancel/rescind the sale of a motor car or any other lot, and RMS will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission, without prejudice to clause 10, if RMS believes the following events have occurred or have a reasonable probability of occurring:
- 14.1 The motor car or any other lot has been intentionally and materially misrepresented by the Consignor;

GESCHÄFTSBEDINGUNGEN FÜR EINLIEFERER

- 9.5 Der erfolgreiche Bieter trägt mit dem Zuschlag die Gefahr von Verlust oder Schäden an dem Kraftfahrzeug bzw. der sonstigen Partie, wenn es sich um ein Saalgeschäft handelt, sich das Kraftfahrzeug bzw. die sonstige Partie im Auktionsaal befindet und der Bieter mit dem Zuschlag unmittelbaren Mitbesitz bezüglich des Kraftfahrzeugs bzw. der sonstigen Partie erhält. Ferner trägt er mit dem Zuschlag die Gefahr von Verlust oder Schäden an dem Kraftfahrzeug bzw. der sonstigen Partie, wenn das Kraftfahrzeug bzw. die sonstige Partie eingelagert wird und dem Bieter Leistungen aus einer Versicherung abgetreten werden, die RMS hierfür abgeschlossen hat. Soweit weder Satz 1 noch Satz 2 erfüllt ist, trägt der erfolgreiche Bieter mit dem Erwerb die Verantwortung für alle Risiken in Zusammenhang mit Verlust oder Schäden und die Versicherung.
- 9.6 Die Abholung des Kraftfahrzeugs bzw. der sonstigen Partie richtet sich nach Ziffer 20.
- 10. Alle Verkäufe erfolgen im „Ist-Zustand“; Haftung.**
- 10.1 Der Bieter ist selbst für die Inspektion und Verifizierung des Zustandes, der Authentizität und der Vollständigkeit des Kraftfahrzeugs oder sonstiger Parteien verantwortlich. RMS ist nicht für Garantien und Beschreibungen verantwortlich; dies obliegt dem Einlieferer. Aussagen in Katalogen, Online-Inhalten, Postwurfsendungen, Werbeanzeigen, Broschüren, auf Schildern und in Schaufensterauslagen sowie verbale Aussagen von Auktionatoren und Auktionsmitarbeitern sind Beschreibungen des Einlieferers und RMS ist nur verpflichtet, derartige Beschreibungen zu verifizieren oder zu authentifizieren, soweit RMS Umstände bekannt geworden oder erkennbar sind, die geeignet sind, Zweifel an der Echtheit des Kraftfahrzeugs oder der sonstigen Partie zu wecken. Sofern hierin nicht anders bestimmt, werden alle Kraftfahrzeuge und sonstige Parteien im aktuellen Ist-Zustand, ohne ausdrückliche oder konkludent erteilte Garantien, verkauft.
- 10.2 RMS haftet nur für grobe Fahrlässigkeit und Vorsatz sowie für die Verletzung solcher Pflichten, deren Erfüllung die ordnungsgemäße Durchführung des Vertrages überhaupt erst ermöglicht und auf deren Einhaltung der Bieter/Käufer regelmäßig vertrauen darf ("**Kardinalpflicht**").
- 10.3 Im Hinblick auf die leicht fahrlässige Verletzung einer Kardinalpflicht ist die Haftung von RMS auf bei Vertragsschluss vorhersehbare, vertragstypische Schäden begrenzt.
- 10.4 Im Hinblick auf die leicht fahrlässige Verletzung vertraglicher Pflichten, die keine Kardinalpflichten sind, haftet RMS nicht.
- 10.5 Soweit die Haftung von RMS beschränkt oder ausgeschlossen ist, gilt dies auch für die Haftung der Arbeitnehmer, Vertreter oder Erfüllungsgehilfen von RMS.
- 10.6 Die vorgenannten Haftungsbeschränkungen bzw. -ausschlüsse gelten nicht bei arglistigem Verschweigen von Mängeln, der Übernahme einer Garantie oder eines Beschaffungsrisikos, für die Haftung aufgrund des Produkthaftungsgesetzes sowie für Körperschäden (Verletzung von Leben, Körper oder Gesundheit) oder für die sonstige zwingende Haftung. Eine Änderung der Beweislast zum Nachteil des Bieters/Käufers ist hiermit nicht verbunden.
- 11. Mindestpreise.** Für alle Kraftfahrzeuge oder sonstige Parteien, die nicht mit „kein Mindestpreis“ (oder Ähnlichem) gekennzeichnet sind, gilt ein vom Einlieferer festgelegter Mindestpreis. Wenn ein Kraftfahrzeug oder eine sonstige Partie im Rahmen eines solchen Mindestpreises verkauft wird, kann der Auktionator im Namen des Einlieferers in einer Höhe bieten, die den Mindestpreis nicht übersteigt.
- 12. Telefonisches oder schriftliches Bieten.** Die Möglichkeit, telefonisch oder schriftlich zu bieten, ist ein Service, der von RMS zugunsten des Bieters angeboten wird, und RMS ist hinsichtlich des Bieterverfahrens, soweit der jeweilige Umstand überhaupt in der Sphäre von RMS liegt, nur gemäß Ziffer 10.2 bis einschließlich 10.6 verantwortlich. Durch die Einreichung eines Gebotes bzw. mehrerer Gebote verpflichtet sich der Bieter, jedes Kraftfahrzeug oder jede sonstige Partie zu erwerben, falls sein Gebot angenommen wird. Wird das Gebot des Bieters angenommen, ist der Bieter verpflichtet, den Kaufpreis zuzüglich anfallender Steuern, einschließlich der Kaufprämie und der Umsatzsteuer, zu begleichen, falls er nicht anderweitig davon befreit wird. Es obliegt der Verantwortung des Bieters, den Nachweis für eine Befreiung von der Umsatzsteuer zu erbringen. Durch die telefonische Abgabe eines Gebotes erkennt der Bieter an, dass RMS das Recht hat, alle Telefonate aufzuzeichnen.
- 13. Stornierung/Annullierung der Auktion.** RMS unternimmt alle zumutbaren Anstrengungen zur Vermeidung einer Stornierung/Annullierung einer Auktion. Es obliegt jedoch dem alleinigen Ermessen von RMS, die Auktion zu stornieren/zu annullieren. Dabei haftet RMS gegenüber dem Bieter für keinerlei Verluste oder Schäden, die durch eine derartige Stornierung/Annullierung entstehen, unbeschadet Ziffer 10, in Fällen von höherer Gewalt oder sonstiger, zum Zeitpunkt des Vertragsschlusses unvorhersehbarer Ereignisse, die RMS trotz Anwendung der nach den Umständen des Einzelfalls zumutbaren Sorgfalt nicht abwenden konnte, insbesondere:
- 13.1 Naturkatastrophen, die RMS trotz zumutbarer Bemühungen daran hindern, die Auktion durchzuführen;
- 13.2 strukturelle, durch unvorhersehbare äußere Ereignisse entstandene Schäden am Auktionsort vor der Auktion, die RMS trotz zumutbarer Bemühungen daran hindern, die Auktion durchzuführen;
- 13.3 Terrorangriffe, die RMS trotz zumutbarer Bemühungen daran hindern, die Auktion durchzuführen; und/oder
- 13.4 Regierungsmaßnahmen/gerichtliche Vorgehensweisen, Anordnungen, einstweilige Verfügungen, Verordnungen oder Gesetze, die eine Stornierung der Auktion notwendig machen.
- 14. Stornierung/Annullierung des Verkaufs einer Partie (Kraftfahrzeug oder sonstige Partie).** RMS unternimmt alle zumutbaren Anstrengungen zur Vermeidung einer Stornierung/Annullierung des Verkaufs einer Partie (Kraftfahrzeug oder sonstige Partie). Es obliegt jedoch dem alleinigen Ermessen von RMS, den Verkauf eines Kraftfahrzeugs oder einer sonstigen Partie zu stornieren/zu annullieren. Dabei haftet RMS unbeschadet Ziffer 10 gegenüber dem Bieter nicht für Verluste oder Schäden, die durch eine derartige Stornierung/Annullierung entstehen, in den folgenden Fällen:
- 14.1 das Kraftfahrzeug oder die sonstige Partie wurde von dem Einlieferer vorsätzlich und wesentlich falsch dargestellt;



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1931 Aston Martin 1.5-Litre International 'LM5'
*LM5 as seen at the 1931 Brooklands Double 12, where it finished 16th overall and 2nd in class
Photo courtesy of the owner*

25 MAY

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BIDDERS' CONDITIONS OF BUSINESS

- 14.2 Physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after these Conditions were signed;
- 14.3 A third party asserts rights in relation to the motor car or any other lot, especially in regard to ownership thereof;
- 14.4 RMS faces significant reputational damage that would cause monetary damages from the sale of the motor car or any other lot;
- 14.5 Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured; or
- 14.6 Material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured.

15. Online Services Are "As Is" and "As Available":

- 15.1 Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").
- 15.2 RMS strives to keep the Services safe, secure, and functioning properly, but RMS cannot guarantee the continuous operation of or access to the Services. Bid updates and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RMS' control. In particular, no liability can be assumed for establishing and maintaining the connection.
- 15.3 Bidders agree that they are making use of the Services at their own risk, and that they are being provided to Bidders on an "AS IS" and "AS AVAILABLE" basis. Without prejudice to clause 15.4, 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.
- 15.4 The limitations of liability as set out in clauses 10.2 to 10.6 expressly apply.

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

17. Bank Letter: RMS requires all Bidders to provide a Bank Letter to register for participation in an RMS auction ("Bank Letter"). This is always a bank guarantee and/or, depending on the circumstances, an alternative confirmation by a bank. All Bank Letters must be written on bank letterhead. RMS may waive this requirement at its sole discretion.

18. Credit Card Hold and Pre-Authorization:

- 18.1 RMS requires a hold and pre-authorization to be placed on the Bidder's credit card in the amount of €2,000 ("CC Hold").
- 18.2 If the Bidder fails to pay for a motor car or any other lot purchased before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; the Bidder is still bound to pay their remaining balance.
- 18.3 The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction.
- 18.4 If the Bidder does not purchase a motor car or any other lot, their credit card will not be charged. If their credit card is not charged, the reservation on their credit card shall lapse within 10 business days, depending on their credit card company.
- 18.5 RMS shall have the right to waive the CC Hold requirement at its sole discretion.

19. Transfer of Title: For RMS auctions in Europe and London, United Kingdom, RMS shall use its best efforts to ensure that all ownership titles are free from rights of lien or any other encumbrances. Where possible, RMS will assist the Buyer in the new registration of ownership rights on the Buyer's behalf. RMS is not, however, responsible for the success of such efforts, in particular due to different regional legal regulations and guidelines.

20. Collection of Purchased Motor Cars or Any Other Lots:

- 20.1 All purchased motor cars, including motorcycles, boats, and trailers, must be removed by the Buyer from the auction site by 5:00 p.m. of the next business day in the applicable time zone where the auction is held ("Removal Deadline").
- 20.2 Following the auction, all lots will be removed from the auction site and taken to a secure storage facility. The Buyer will be charged a removal fee of €350 plus VAT per motor car and a daily storage fee of €10 plus VAT per motor car (storage fees will commence on Tuesday 16 April 2019) until full payment and instructions for transport has been received. Please note it is the Buyer's responsibility to insure their lots whilst in storage.
- 20.3 If the purchased motor car or any other lot is temporarily imported into Germany, then the motor car or any other lot will be removed to a separate bonded warehouse operated by Senator International. The Buyer will be charged a removal fee of €350 plus VAT per motor car and a daily storage fee of €50 plus VAT per motor car. The Buyer will be responsible for these charges until full payment has been received and instructions for transport arranged. Please note it is the Buyer's responsibility to insure their lots whilst in storage.

GESCHÄFTSBEDINGUNGEN FÜR EINLIEFERER

- 14.2 es sind physische Schäden an dem Kraftfahrzeug oder der sonstigen Partie, die vor der Auktion nicht ausreichend repariert werden können, nach Abschluss der vorliegenden Vereinbarung entstanden;
- 14.3 ein Dritter macht in Bezug auf das Kraftfahrzeug oder die sonstige Partie Rechte geltend, insbesondere bezüglich einer Eigentümerposition;
- 14.4 RMS sieht sich wesentlicher Rufschädigung gegenüber, die finanzielle Schäden hinsichtlich des Verkaufs des Kraftfahrzeugs oder der sonstigen Partie verursachen würde;
- 14.5 es bestehen nicht unerhebliche Streitpunkte oder Unklarheiten bezüglich der Eigentumsverhältnisse bzw. der Eigentumsübertragung, oder einer etwaigen Registrierung an dem Kraftfahrzeug oder der sonstigen Partie, die nicht angemessen ausgeräumt werden können;
- 14.6 es bestehen nicht unerhebliche Streitpunkte oder Unklarheiten in Bezug auf die Herkunft, Gebrauchstauglichkeit bzw. Echtheit des Kraftfahrzeugs bzw. der sonstigen Partie, die nicht angemessen ausgeräumt werden können; und/oder

14.7 es werden berechnete Ansprüche, Anschuldigungen, Anmerkungen oder ähnliche Mitteilungen des Käufers in Bezug auf den Kauf des Kraftfahrzeugs oder der sonstigen Partie geltend gemacht, wonach dieses nicht authentisch ist, falsch dargestellt wird, mit Rechten Dritter belastet ist oder eine gegebenenfalls erforderliche, aber belastete Registrierung aufweist, einen unerkannten Mangel aufweist oder einer ähnlichen Forderung bzw. Inanspruchnahme ausgesetzt ist; in solchen Fällen ist RMS berechtigt, etwaige Geldmittel des Käufers auf dem eigenen Konto zurückzubehalten, den Verkauf des Kraftfahrzeugs oder der sonstigen Partie zu stornieren und/oder die Zahlung dem Käufer zu erstatten, wenn RMS die Ansprüche des Käufers für begründet hält.

15. Abgabe von Geboten über Websites, Telefondienste, Anwendungen und sonstige Tools.

- 15.1 Bieter können ihre Gebote über Websites, Telefondienste, Anwendungen und andere Tools (gemeinsam „Dienste“) abgeben.
- 15.2 RMS ist darum bemüht, für den Schutz, die Sicherheit und die angemessene Funktionalität der Dienste zu sorgen, aber RMS ist nicht in der Lage, den ununterbrochenen Betrieb oder Zugang zu den Diensten zu gewährleisten. Angebotsaktualisierungen und andere Benachrichtigungsfunktionen erfolgen gegebenenfalls nicht in Echtzeit. Diese Art der Funktionalität unterliegt Verzögerungen, die nicht von RMS kontrolliert werden können. Insbesondere für das Zustandekommen und die Aufrechterhaltung der Verbindung kann nicht eingestanden werden.
- 15.3 Es gelten ausdrücklich die Haftungsbeschränkungen gemäß Ziffer 10.2 bis einschließlich Ziffer 10.6.

16. Währungsanzeige. Es ist RMS gestattet, für rein informative Zwecke und unverbindlich eine Währungsanzeige zu verwenden. Bei den Währungen, die auf dem Währungsrechner angezeigt werden, handelt es sich nicht um Echtzeit-Umrechnungen in Abhängigkeit von Marktkursen, daher sind sie nicht als verlässliche Informationen zu betrachten. Bei der Umrechnung der Währungen kann es zu Fehlern und Ungenauigkeiten kommen. Der vom Auktionator angegebene Angebotspreis ist der maßgebliche und verbindliche Preis.

17. Bankbrief. RMS fordert von den Bietern für die Registrierung zur Teilnahme an einer RMS-Auktion grundsätzlich einen sog. „Bank Letter“ („Bankbrief“). Dabei handelt es sich grundsätzlich um eine Bankgarantie bzw. je nach den Umständen um eine alternative Bankbescheinigung. Alle Bankbriefe müssen auf dem Briefpapier des jeweiligen Bankinstitutes verfasst sein. Es ist RMS gestattet, auf diese Anforderung nach eigenem Ermessen zu verzichten.

18. Kreditkarten-Reservierung und Vorabgenehmigung.

- 18.1 RMS verlangt für die Registrierung eines Gebots bei einem RMS-Verkauf, dass auf der Kreditkarte des Bieters ein Betrag in Höhe von 2.000 € (EUR) geblockt wird („KK-Reservierung“).
- 18.2 Falls der Bieter versäumt, ein erworbenes Fahrzeug oder eine sonstige Partie vor 17.00 Uhr des auf die Auktion folgenden Werktages zu bezahlen, so stimmt der Bieter zu, dass seine Kreditkarte für die ausstehende Zahlung in der jeweiligen Höhe der KK-Reservierung belastet wird; der Bieter ist dennoch verpflichtet, die verbleibende Differenz zu begleichen.
- 18.3 Falls der Bieter bis 17.00 Uhr des auf die Auktion folgenden Werktages die vollständige Zahlung vornimmt, wird seine Kreditkarte nicht mit der Reservierung belastet.
- 18.4 Für den Fall, dass der Bieter weder ein Kraftfahrzeug noch eine andere Partie erwirbt, wird seine Kreditkarte nicht belastet. Wird die Kreditkarte nicht belastet, erlischt die Reservierung auf der Kreditkarte je nach Kreditkartenunternehmen, innerhalb von zehn (10) Werktagen.
- 18.5 Es ist RMS gestattet, auf eine KK-Reservierung nach eigenem Ermessen zu verzichten.

19. Eigentumsübergang. Für RMS Auktionen in Europa und London, Vereinigtes Königreich, wird RMS nach ihren Möglichkeiten nach besten Kräften sicherstellen, dass alle Eigentumsrechte frei von Pfandrechten oder anderen Belastungen sind. Soweit möglich wird RMS im Auftrag des Käufers bei der Neuzeuweisung der Eigentumsrechte unterstützen. RMS ist im Rahmen von Satz 1 und 2 allerdings nicht verantwortlich für den jeweiligen Erfolg (sondern nur für die Bemühungen), zumal wegen der unterschiedlichen regionalen rechtlichen Regelungen und Richtlinien.

20. Abholung eines erworbenen Fahrzeugs oder einer sonstigen Partie.

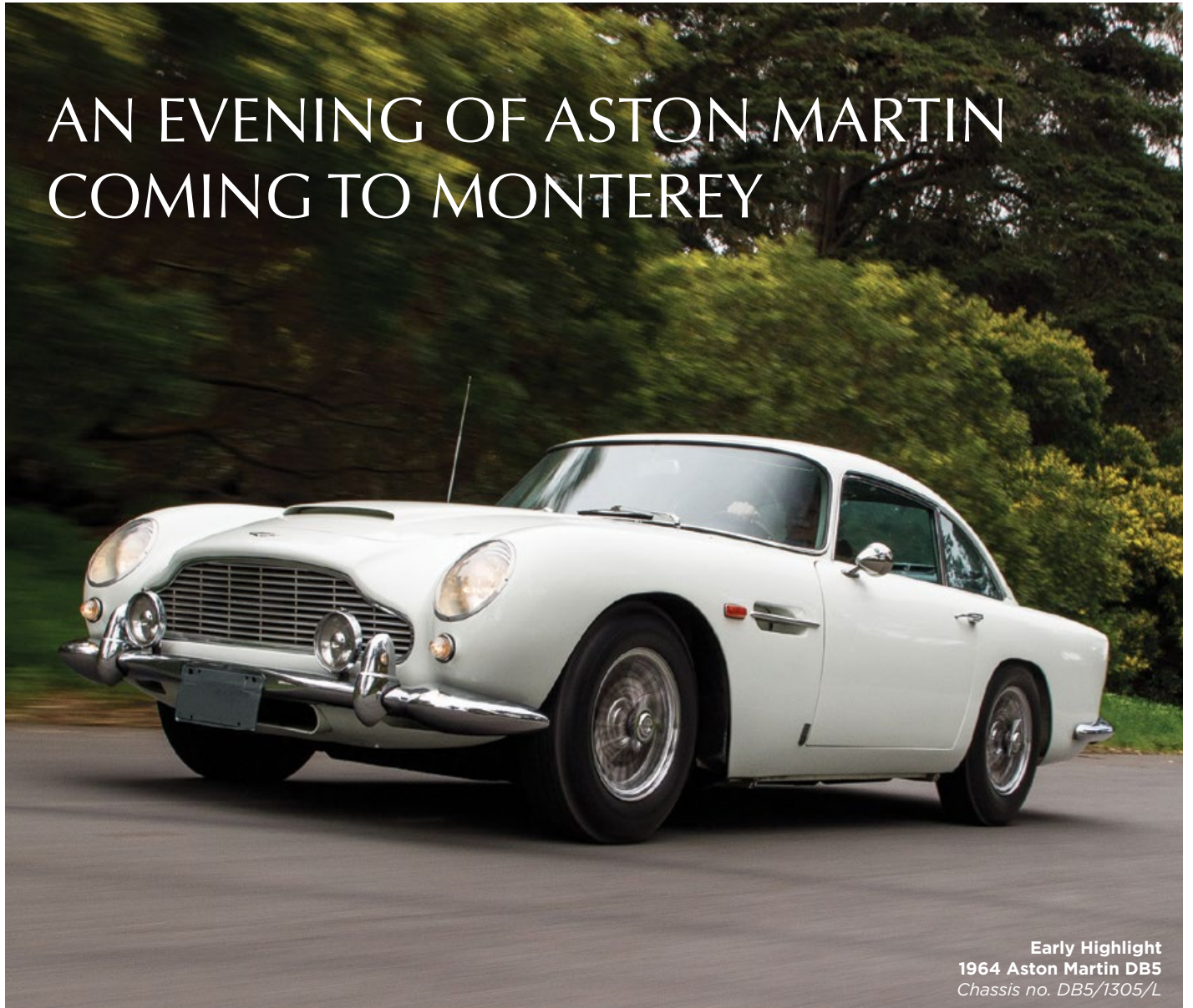
- 20.1 Alle erworbenen Kraftfahrzeuge, einschließlich Motorräder, müssen bis zum nächsten Werktag um sieben Uhr (17:00 Uhr) in der maßgeblichen Zeitzone, in der die Auktion stattfindet, vom Käufer vom Auktionsgelände abgeholt werden („RMS-Abholfrist“).



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BIDDERS' CONDITIONS OF BUSINESS

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

20.5 The Buyer is required to insure their motor car or any other lot in appropriate form while the motor car or any other lot is being stored.

21. Applicable Law:

21.1 The contractual relationship between the parties, including these Conditions, shall be subject to the laws of the Federal Republic of Germany under exclusion of the United Nations Convention on Contracts for the International Sale of Goods (CISG).

21.2 The place of jurisdiction for all disputes under and/or in connection with the contractual relationship including these Bidders' Conditions of Business, and regarding actions concerning bills of exchange and checks, shall be Munich, Germany, provided that the Bidder or the Buyer is a businessman in terms of the German Commercial Code, a legal person under public law, or a special estate under public law. RMS shall, however, remain entitled in all cases to bring action in the jurisdiction of delivery or in the general jurisdiction of the Bidder or Buyer. Prevailing legal provisions, especially regarding exclusive jurisdiction, shall remain unaffected.

22. Packaging and Shipping: RMS shall only provide the purchased motor car or other lot for collection. The Buyer shall themselves be responsible for transport. If RMS does accept responsibility for any actions or non-actions regarding packaging and shipping, such liability shall be governed by sections 10.2 to 10.6 inclusively of these Bidders' Conditions of Business.

23. Privacy Policy: RMS shall use personal Bidder data in accordance with pertinent law and RMS' Privacy Policy. The full Privacy Policy can be found at the bottom of the RMS website under the Privacy & Terms tab (<https://rmsothebys.com/en/home/privacy-terms/>). You may also send RMS an email to privacy@rmsothebys.com.

24. Anti-Money Laundering: The Bidder agrees to provide all information and assistance reasonably requested by RMS in accordance with pertinent law in regard to RMS' regulations on anti-money laundering, as well as any and all applicable anti-money laundering laws and regulations.

25. Preliminary Importation in Bond:

25.1 A temporary importation in bond can be effected in all EU sales if a motor car or any other lot is brought into the EU from a country outside the EU. Such motor car or any other lot must be placed in bond by RMS in the United Kingdom or one of RMS' nominated customs agencies for France, Monaco, Italy, or Germany. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the motor car or any other lot.

25.2 Motor cars or any other lots 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.

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

26. Final Provisions

26.1 The legal relationship between the parties shall be solely governed by the Contractual Obligations. These include all agreements between the parties to their full extent. Any other oral or written agreements or conditions agreed by the parties at a previous point, or any other correspondence and suggestions, shall be superseded by these Contractual Obligations, unless their continued binding validity is expressly stated.

26.2 Amendments and supplements to the Contractual Obligations, including this clause, shall be made in writing or they shall not be valid. The same shall apply to ancillary and additional agreements.

26.3 If one of the provisions of the Contractual Obligations is or becomes void, either in part or in full, the invalidity of this provision shall not affect the validity of all the remaining provisions of the Contractual Obligations. The void provision shall be replaced by that provision that comes as close as possible to the intent of the void provision from an economic point of view without being invalid.

GESCHÄFTSBEDINGUNGEN FÜR EINLIEFERER

20.2 Nach der Auktion werden alle Lose vom Ort der Auktion entfernt und in einem gesicherten Lager untergebracht. Der Käufer wird mit einer Freigabegebühr von €350 + MwSt je Automobil sowie mit einer Lagergebühr von €10 + MwSt pro Tag belastet (Lagergebühren werden ab Dienstag, den 16. April 2019 beginnend berechnet) bis zur vollständigen Bezahlung und dem Erhalt der Anweisungen für einen Abtransport. Bitte beachten Sie, dass der Käufer für die Versicherung des Loses während der Einlagerung verantwortlich ist.

20.3 Wenn das Fahrzeug oder jedes andere Los sich im Status des temporären Imports nach Deutschland befindet, wird das Fahrzeug oder jedes andere Los in ein separates und verplombtes Lager der Firma Senator International verbracht. Der Käufer wird mit einer Freigabegebühr von €350 + MwSt. pro Fahrzeug belastet sowie mit einer Lagergebühr pro Fahrzeug von €50 + MwSt. pro Tag. Der Käufer ist zur Zahlung dieser Gebühren bis zur vollständigen Bezahlung des Loses und dem Erhalt der Anweisungen für einen Abtransport verpflichtet. Bitte beachten Sie, dass der Käufer für die Versicherung des Loses während der Einlagerung verantwortlich ist.

20.4 Im Hinblick auf die Abholung sämtlicher Nicht-Kraftfahrzeugpartien, insbesondere Erinnerungsstücke, Schmuck und Kleidung vom Auktionsgelände gilt: Sobald der Käufer die Zahlung vor Ablauf der Zahlungsfrist getätigt hat, wird ein Transportunternehmen den Käufer kontaktieren. Für Erinnerungsstücke fällt eine angemessene Abhol- und Lagergebühr an.

20.5 Der Käufer ist verpflichtet, sein Kraftfahrzeug bzw. die sonstige Partie für die Zeit der Einlagerung angemessen zu versichern.

21. Anwendbares Recht / Gerichtsstand

21.1 Das Vertragsverhältnis der Parteien einschließlich dieser Geschäftsbedingungen unterliegt dem Recht der Bundesrepublik Deutschland unter Ausschluss des Übereinkommens der Vereinten Nationen über den Internationalen Warenkauf (CISG).

21.2 Gerichtsstand für alle Streitigkeiten aus und/oder im Zusammenhang mit dem Vertragsverhältnis einschließlich dieser Geschäftsbedingungen – auch für Wechsel- und Scheckklagen – ist München, Germany, sofern der Bieter bzw. Käufer Kaufmann im Sinne des Handelsgesetzbuchs, juristische Person des öffentlichen Rechts oder ein öffentlich-rechtliches Sondervermögen ist. RMS ist jedoch in allen Fällen ebenfalls berechtigt, Klage am Erfüllungsort der Lieferverpflichtung oder am allgemeinen Gerichtsstand des Bieters bzw. Käufers zu erheben. Vorrangige gesetzliche Vorschriften, insbesondere bezüglich ausschließlicher Zuständigkeiten, bleiben unberührt.

22. Verpackung und Versand. RMS stellt das erworbene Kraftfahrzeug oder die sonstige Partie lediglich zur Abholung bereit. Der Käufer ist selbst für den Abtransport verantwortlich. Soweit RMS überhaupt für Handlungen oder Unterlassungen im Zusammenhang mit Verpackung bzw. Versand verantwortlich ist, richtet sich die Haftung nach Ziffern 10.2 bis einschließlich 10.6 dieser Geschäftsbedingungen.

23. Datenschutz. RMS wird personenbezogene Daten des Bieters gemäß den anwendbaren Gesetzen und der Datenschutzrichtlinie von RMS behandeln. Die vollständige Datenschutzrichtlinie kann unter auf der RMS-Website unter dem Reiter Datenschutz und Bedingungen (<https://rmsothebys.com/en/home/privacy-terms/>) eingesehen werden. Gern können Sie uns auch eine E-Mail an privacy@rmsothebys.com senden.

24. Bekämpfung von Geldwäsche. Der Bieter stimmt zu, alle von RMS in zumutbarem Umfang verlangten Informationen und Unterstützung bereitzustellen, die von RMS angemessener Weise im Einklang mit geltendem Recht im Hinblick auf die RMS-Vorschriften zur Bekämpfung von Geldwäsche sowie alle anwendbaren Gesetze und Vorschriften zur Bekämpfung von Geldwäsche erbeten werden.

25. Vorübergehende Einfuhr unter Zollverschluss.

25.1 Bei EU-Verkäufen kann eine vorübergehende Einfuhr unter Zollverschluss erfolgen, wenn ein Kraftfahrzeug bzw. eine sonstige Partie von außerhalb der EU in die EU eingeführt wird. Dieses Kraftfahrzeug bzw. diese sonstige Partie muss entweder im Vereinigten Königreich durch RMS selbst oder einer von RMS benannten Zollagentur für Frankreich, Monaco, Italien oder Deutschland in Verwahrung genommen werden. Gebühren und Entgelte können sich von Kauf zu Kauf unterscheiden. In einigen Ländern errechnet sich deren Höhe durch den Wert des Kraftfahrzeugs bzw. der sonstigen Partie.

25.2 Kraftfahrzeuge oder sonstige Parteien, die vorübergehenden Einfuhrbeschränkungen unterliegen, können ohne Abschluss der Zollverfahren und bis zum Eingang der vollständigen Zahlung nicht aus dem Gewahrsam von RMS entlassen werden. Zollgebühren werden dem jeweiligen Einzelfall entsprechend erhoben und sind direkt an die zuständigen Behörden zu entrichten. Einzelheiten zu den zuständigen Behörden können im Bedarfsfall von RMS eingeholt werden.

25.3 Sollte der Käufer sich dazu entschließen, das Kraftfahrzeug bzw. die sonstigen Parteien nach dem Verkauf in der EU zu belassen, ist der Käufer für die Zahlung aller Einfuhrgebühren für das Kraftfahrzeug bzw. die sonstigen Parteien verantwortlich.

26. Schlussbestimmungen.

26.1 Allein maßgeblich für die Rechtsbeziehung zwischen den Parteien sind die Vertragsunterlagen. Diese geben alle Abreden zwischen den Parteien vollständig wieder. Zuvor zwischen den Parteien getroffene mündliche oder schriftliche Vereinbarungen oder Bedingungen sowie sonstige Korrespondenz und Vorschläge werden durch diese Vertragsunterlagen abgelöst, sofern sich nicht jeweils ausdrücklich ergibt, dass sie verbindlich fortgelten.

26.2 Änderungen und Ergänzungen der Vertragsunterlagen, einschließlich dieser Schriftformklausel, bedürfen zu ihrer Wirksamkeit der Schriftform. Gleiches gilt für Neben- und Zusatzabreden.

26.3 Sollte eine Bestimmung der Vertragsunterlagen ganz oder teilweise unwirksam sein oder werden, so wird durch die Unwirksamkeit dieser Bestimmung die Wirksamkeit aller übrigen Bestimmungen der Vertragsunterlagen nicht berührt. Die unwirksame Bestimmung ist durch eine Bestimmung zu ersetzen, die in wirtschaftlicher Hinsicht dem mit der unwirksamen Bestimmung verfolgten Regelungszweck so nahe kommt wie möglich, ohne unwirksam zu sein.



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INDEX

YEAR/MAKE/MODEL	LOT	YEAR/MAKE/MODEL	LOT	YEAR/MAKE/MODEL	LOT
1959 Alfa Romeo 2000 Spider <i>by Touring</i>	259	1958 Cadillac Eldorado Biarritz.....	301	1992 Jaguar XJS V-12.....	112
1962 Alfa Romeo Giulietta Sprint.....	332	1929 Chrysler Series 75 Roadster.....	262	1993 Jaguar XJS V-12.....	247
1916 American LaFrance 14-Litre Roadster.....	324	1971 Citroën SM Coupé.....	219	1958 Lamborghini 1R.....	209
1962 Aston Martin DB4 Series IV.....	149	1936 Cord 810 Phaeton.....	153	1996 Lamborghini Diablo SE30.....	293
1966 Aston Martin DB6.....	250	1993 Daimler Double Six.....	346	1964 Lancia Flaminia GTL 3C 2.8 <i>by Touring</i>	147
1935 Auburn Eight Supercharged Cabriolet.....	152	2001 Daimler Super V-8.....	113	1970 Lancia Fulvia Coupé Rallye 1,6HF 'Fanalone'.....	253
1930 Avions Voisin C23 Conduite Intérieure.....	131	2007 Daimler Super Eight.....	246	1971 Lancia Fulvia Coupé Rallye 1,3HF 'Fanalone'.....	252
1990 Bentley Turbo RL.....	243	1975 Datsun 280Z.....	171	1972 Lancia Fulvia.....	251
1991 Bentley Turbo R.....	242	1970 Ferrari 365 GTB/4 Daytona Berlinetta <i>by Scaglietti</i>	268	1975 Lancia Stratos HF Stradale <i>by Bertone</i>	255
1991 Bentley Turbo RL.....	169	1970 Ferrari Dino 246 GT <i>by Scaglietti</i>	267	1982 Lancia 037 Rally Stradale.....	256
1991 Bentley Turbo RL.....	345	1980 Ferrari 308 GTB.....	146	1985 Lancia Delta S4 Stradale.....	257
1991 Bentley Turbo RL.....	303	1982 Ferrari 512 BBi.....	229	1987 Lancia Thema 8.32.....	211
1992 Bentley Turbo RL.....	349	1984 Ferrari 400i.....	227	1992 Lancia Delta HF Integrale Evoluzione 'Martini 5'.....	254
1996 Bentley Turbo R.....	114	1985 Ferrari Testarossa.....	342	1992 Land Rover Range Rover.....	168
1997 Bentley Continental T.....	280	1989 Ferrari 328 GTS.....	313	1995 Land Rover Range Rover.....	216
1974 BMW 3.0 CS.....	277	1989 Ferrari 412.....	296	2015 Land Rover Defender SVX "Spectre".....	123
1982 BMW Alpina B7 Turbo Coupé.....	338	1995 Ferrari F355 GTS.....	263	1965 Maserati Mistral 3.7 Coupé.....	240
1984 BMW Alpina B9 3.5.....	143	1995 Ferrari F512M.....	336	1967 Maserati Ghibli 4.7 Coupé.....	230
1986 BMW Alpina B7 Turbo/1.....	141	1996 Ferrari 456 GT.....	265	1967 Maserati Quattroporte.....	225
1987 BMW Alpina B7 Turbo Coupé/3.....	217	1997 Ferrari F355 Spider.....	266	1968 Maserati Sebring 4000 GT Series II.....	294
1988 BMW 635 CSI.....	333	1999 Ferrari 360 Modena.....	269	1974 Maserati Indy 4.9.....	228
1988 BMW M3.....	321	2002 Ferrari 575M Maranello.....	264	1976 Maserati Kyalami.....	226
1988 BMW M5.....	343	2005 Ferrari 575M Maranello F1.....	125	1970 Mazda Cosmo Sport.....	126
1989 BMW 750iL.....	116	2005 Ferrari Superamerica.....	274	1932 Mercedes-Benz 370 S Mannheim Sport Cabriolet.....	133
1990 BMW M635i CSI.....	278	2007 Ferrari F430 Spider.....	310	1937 Mercedes-Benz 320 Cabriolet <i>by Wendler</i>	159
1991 BMW 850i.....	290	2009 Ferrari 430 Scuderia.....	239	1937 Mercedes-Benz 540 K Cabriolet A <i>by Sindelfingen</i> ..	134
1992 BMW 850i.....	312	2017 Ferrari California T 70th Anniversary.....	273	1955 Mercedes-Benz 300 Sc Coupé.....	132
1992 BMW Alpina B12 5.0 Coupé.....	218	1932 Fiat 508 'Balilla' Pickup.....	157	1956 Mercedes-Benz 220 S Cabriolet.....	122
1997 BMW Alpina B12 5.7.....	142	1973 Fiat 130 Coupé.....	212	1958 Mercedes-Benz 220 S Cabriolet.....	232
1999 BMW 750i L7.....	244	1983 Fiat Ritmo Abarth 130 TC Group A.....	210	1959 Mercedes-Benz 190 SL.....	161
1999 BMW M Coupé.....	275	1942 Ford GPW.....	155	1959 Mercedes-Benz 300 SL Roadster.....	158
1999 BMW M5.....	144	1967 Ghia 450 SS Convertible.....	162	1964 Mercedes-Benz 230 SL 'Pagoda'.....	111
2000 BMW 750iL.....	344	2018 Italdesign Zerouno.....	300	1964 Mercedes-Benz 300 SE Coupé.....	287
2000 BMW Alpina B12 6.0 Langversion.....	245	1953 Jaguar XK 120 Roadster.....	121	1970 Mercedes-Benz 280 SE 3.5 Coupé.....	331
2000 BMW Z8.....	291	1954 Jaguar XK 120 SE Roadster.....	270	1970 Mercedes-Benz 300 SEL 6.3 Saloon.....	160
2004 BMW M3 CSL.....	276	1956 Jaguar XK 140 SE Drophead Coupé.....	231	1975 Mercedes-Benz 450 SEL AMG 6.9.....	140
2008 BMW M5.....	288	1960 Jaguar XK 150 3.8 Drophead Coupé.....	299	1976 Mercedes-Benz 450 SLC.....	119
2010 BMW M5.....	311	1962 Jaguar E-Type Series 1.3.8-Litre Roadster.....	330	1979 Mercedes-Benz 500 TE AMG.....	297
2015 BMW M5 '30 Jahre'.....	339	1963 Jaguar E-Type Series 1.3.8-Litre Roadster.....	128	1984 Mercedes-Benz 500 SEC AMG 5.4 'Wide-Body'.....	298
2013 Bugatti Veyron 16.4 Grand Sport Vitesse.....	272	1964 Jaguar E-Type Series 1.3.8-Litre Roadster.....	305	1987 Mercedes-Benz 560 SEC.....	222
1929 Cadillac V-8 Cabriolet.....	156	1967 Jaguar E-Type Series 1.4.2-Litre Fixed Head Coupé....	295	1988 Mercedes-Benz 560 SEC Cabriolet.....	117
1950 Cadillac Series 62 Convertible.....	258	1990 Jaguar XJ V-12.....	214	1988 Mercedes-Benz 560 SL.....	318
1955 Cadillac Eldorado.....	334	1991 Jaguar XJS V-12.....	213	1988 Mercedes-Benz 560 SL.....	326

YEAR/MAKE/MODEL	LOT	YEAR/MAKE/MODEL	LOT	MEMORABILIA	LOT
1988 Mercedes-Benz 560 SL.....	127	1985 Porsche 911 Turbo.....	235	Enzo Ferrari Letter, 1970.....	201
1989 Mercedes-Benz 560 SEL.....	350	1986 Porsche RUF BTR 'Flachbau'.....	325	Ferrari 275 Tool Kit.....	207
1990 Mercedes-Benz 560 SEC AMG 6.0 'Wide-Body'.....	137	1987 Porsche 911 Turbo Cabriolet.....	238	Ferrari 348 Engine.....	208
1990 Mercedes-Benz 560 SEL Limousine.....	282	1988 Porsche 928 Koenig.....	314	Ferrari 365 GTB/4 Daytona Owner's Manuals and Folio.....	206
1991 Mercedes-Benz 560 SEC.....	249	1989 Porsche 911 Turbo Coupé.....	135	Ferrari Prototypes Photographs.....	202
1991 Mercedes-Benz 560 SEL 6.0 AMG.....	164	1991 Porsche 911 Turbo 3.3.....	233	Lamborghini Literature.....	204
1992 Mercedes-Benz 600 SEL.....	118	1992 Porsche 911 Carrera RS.....	292	Lamborghini Miura P400 Press Photographs.....	203
1993 Mercedes-Benz S600.....	285	1992 Porsche 911 Carrera RS.....	145	Mercedes-Benz 300 SLR '722' Children's Car.....	109
1994 Mercedes-Benz E36 AMG Cabriolet.....	327	1992 Porsche 928 GTS.....	136	Porsche 550 Spyder Owner's Manual, English.....	107
1994 Mercedes-Benz S 600.....	348	1992 Porsche 968.....	306	Porsche 904 Carrera GTS Owner's Manual and Sales Brochure.....	108
1996 Mercedes-Benz S 600.....	317	1993 Porsche 911 Turbo 3.6.....	241	Porsche 910 Owner's Manual, Parts List, and Booklet.....	105
1996 Mercedes-Benz S 600 AMG.....	347	1994 Porsche 911 Turbo 3.6.....	335	Porsche 911 Carrera RS 2.7 Sales Brochure, 1973.....	106
1996 Mercedes-Benz S 600 AMG.....	139	1994 Porsche 911 Turbo Prototype.....	237	Porsche 935 Owner's Manual and Parts Catalogue.....	104
1996 Mercedes-Benz S 600 AMG Coupé.....	286	1994 Porsche 928 GTS.....	283	Porsche 959 Workshop Manual and Sales Brochure.....	102
1997 Mercedes-Benz CL 600.....	248	1994 Porsche 968 Clubsport.....	234	Porsche Dealership Banner, c. 1950s.....	101
1997 Mercedes-Benz SL 600 AMG.....	138	1995 Porsche 911 Carrera RS Clubsport.....	320	Porsche RS 60 Spyder Spare Parts List.....	103
1998 Mercedes-Benz CL 600 AMG 7.0.....	316	1996 Porsche RUF Turbo R.....	129	The Personal Ferrari Photo Album of Geoffrey Goddard.....	205
1998 Mercedes-Benz SL 600.....	284	2011 Porsche 911 GT3 RS.....	224		
1998 Mercedes-Benz SL 70 AMG.....	341	1959 Porsche-Diesel Junior 108 K.....	110		
2005 Mercedes-Benz CLK DTM AMG.....	337	1960 Porsche-Diesel Junior 108 K.....	354		
2001 Mini Cooper S.....	167	1985 Renault 5 Turbo 2.....	220		
2001 Mini Cooper S.....	289	1990 Renault 5 GTR Cabriolet.....	353		
1986 Mitsubishi Starion ESI-R.....	174	1936 Rolls-Royce Phantom III Sedan de Ville.....	261		
1970 Monteverdi 375/4 Sedan.....	315	1979 Rolls-Royce Silver Shadow II.....	115		
1976 Morgan Plus 8 Super Sport Lightweight.....	163	1979 Rolls-Royce Silver Wraith II.....	352		
2017 Morgan Aero 8.....	340	1987 Rolls-Royce Silver Spur Limousine.....	304		
1982 Nissan 280ZX.....	351	1990 Rolls-Royce Corniche III.....	281		
1982 Nissan 280ZX Turbo.....	172	1990 Rolls-Royce Silver Spur II.....	322		
1984 Nissan 300ZX Turbo 50th Anniversary.....	323	1991 Rolls-Royce Silver Spur II.....	307		
1992 Nissan 300ZX Twin Turbo.....	173	1996 Rolls-Royce Silver Spur.....	215		
1937 Packard One Twenty All-Weather Cabriolet.....	154	1997 Rolls-Royce Silver Spur.....	166		
1954 Porsche 356 Pre-A 1500 Cabriolet <i>by Reutter</i>	150	1998 Rolls-Royce Silver Spur Limousine.....	170		
1957 Porsche 356 A Speedster <i>by Reutter</i>	329	2000 Rolls-Royce Corniche.....	319		
1959 Porsche 356 A 1600 Coupé <i>by Reutter</i>	271	2000 Rolls-Royce Silver Seraph <i>by Park Ward</i>	165		
1964 Porsche 356 C 1600 Coupé <i>by Reutter</i>	124	2000 Rolls-Royce Silver Seraph <i>by Park Ward</i>	221		
1966 Porsche 911.....	223	1982 Sbarro 540 K Spezial Roadster Replica.....	151		
1969 Porsche 911 S 2.0.....	328	1968 Shelby GT500 KR.....	148		
1970 Porsche 911 T.....	236	1971 Stutz Duplex Sedan <i>by Pardane</i>	120		
1973 Porsche 911 Carrera RS 2.7 Touring.....	308	1948 Talbot-Lago T26 Record Cabriolet d'Usine.....	130		
1976 Porsche 911 Turbo.....	260	1949 Veritas BMW Rennsport.....	279		
1983 Porsche 911 Turbo Group 4.....	309	2007 Wiesmann GT.....	302		





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(Clockwise from top)

Lot 151: 1982 Sbarro 540 K Spezial Roadster Replica

Lot 152: 1935 Auburn Eight Supercharged Cabriolet

Lot 150: 1954 Porsche 356 Pre-A 1500 Cabriolet, *Coachwork by Reutter*

Lot 153: 1936 Cord 810 Phaeton



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