



Sotheby's



Lot 140
1989 Jaguar XJR-11



Andy Wallace and Jan Lammers drive No.4 at the 1990 Donington World Sports Prototype Championships.
Courtesy of Martin Lee



OFFERED FROM THE AUTOBAU COLLECTION

Lot 155

1990 Porsche 962 C

Lot 133

1994 Ferrari 412 T1

Lot 139

2006 Maserati MC12 GT1



Sotheby's

LONDON

Thursday | 24 October 2019 | 17.30 BST

LOCATION

Olympia London
Hammersmith Road
Kensington, W14 8UX
United Kingdom

ADMISSION

Admission is open to the general public during public preview hours only. Admission to the auction on Thursday, 24 October, is for registered bidders, consignors, and qualified media only.

ADMISSION BY CATALOGUE – £100

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

BIDDER REGISTRATION – £150

Bidder registration includes an official auction catalogue and admission for one bidder and one guest to the public preview, drinks reception, and auction.

PUBLIC PREVIEW

Wednesday | 23 October 2019 | 10.00-18.00 BST
Thursday | 24 October 2019 | 10.00-17.00 BST

DRINKS RECEPTION

Wednesday | 23 October 2019 | 18.00-21.00 BST

GENERAL INQUIRIES

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Sotheby's

EXCLUSIVE INVITATION

RM Sotheby's is delighted to invite you to an exclusive preview of our 13th annual London auction.

This year's sale promises a fantastic selection of automobiles, and features exciting collaborations with our partners and the sale of Sotheby's Ultimate Whisky Collection.

Wednesday 23 October

18.00 – 21.00 BST

Drinks and canapés will be served
(admission by invitation only)

Olympia London

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Kensington, UK

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RECOMMENDED HOTELS

Should you need assistance with accommodations, please contact one of our Client Service representatives at +44 (0) 20 7851 7070.

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ARRIVAL BY LONDON UNDERGROUND AND TRAIN

The nearest station is Kensington (Olympia) which is on the London Overground network. It's one stop from Shepherd's Bush (Central line) or West Brompton (District line). The venue is next to the station.

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ARRIVAL BY BUS

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

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

Come visit us onsite:



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Sotheby's EST. 1744 Wine

The Macallan Fine & Rare 60 Year Old, 1926
Estimate £350,000–450,000*

THE ULTIMATE WHISKY COLLECTION

AUCTION LONDON 24 OCTOBER
ONLINE BIDDING OPENS 1 OCTOBER

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To assist with your purchase decision, we have provided information herein about the tax status of each lot, as well as any ownership or registration papers that will be supplied with it. This information is solely to be a helpful reference for you, but it should not be relied upon or substituted for your own due diligence. RM Sotheby's is not responsible for any errors or omissions regarding information provided herein with respect to any applicable VAT, import duties and/or taxes. Potential buyers must conduct their own due diligence and be responsible for any applicable VAT, import duties and/or taxes.

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

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LOT 139 2006 Maserati MC12 GT1



Sotheby's

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vintage racing drivers, senior auction industry leaders, and automotive historians—who hold relationships with the world's leading collectors. We have a highly collaborative culture where our Car Specialists work together as a team and leverage their respective areas of expertise.



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*English
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**THURSDAY 17.30 BST
24 OCTOBER**

LONDON

**LOTS
101-198**



Sotheby's

Lot 140
1989 Jaguar XJR-11

Castrol

DUK

PENSKE
RACING SHOCKS

DUK OF

101 ILLUMINATED MASERATI SIGN

£3,000 – £5,000

OFFERED WITHOUT RESERVE

This illuminated, dealership-style Maserati sign presents in excellent condition throughout. It would be a fun addition to the garage of any Maserati enthusiast.



102 ILLUMINATED FERRARI SIGN

£3,000 – £5,000

OFFERED WITHOUT RESERVE

This illuminated Ferrari sign is said to date to the 1990s. It presents well throughout and would be an exciting addition to any garage or workshop.



103 FERRARI 'CAVALLINO RAMPANTE' MURANO GLASS SCULPTURE

£4,000 – £6,000

OFFERED WITHOUT RESERVE

Produced in conjunction with Ferrari in 1990 by Vetro Artistico Murano, this glass sculpture depicts the marque's legendary symbol. Measuring 18 inches tall, 4 inches wide, and 12 inches in length, it was purchased by the owner some fifteen years ago. This would be an ideal addition to a garage or private study of any *tifosi*.



JAGUAR XK 120 CHILDREN'S CAR 104

£7,000 – £10,000

OFFERED WITHOUT RESERVE

Scale 1:5

79 × 35.5 in (200.66 × 90.17 cm)

Modelled after the iconic Jaguar XK140 Roadster, this stunning children's car was handmade in the UK by HSC. It is pedal propelled and has both working lights and horn. The exterior exhibits solid brass brightwork that has been beautifully polished, much like its full-scale compadre. Finished in Jaguar's popular shade of Carmine Red, the pedal car is complemented by a beautiful hand-stitched leather interior.



PORSCHE 936 JUNIOR CHILDREN'S CAR 105

£4,000 – £8,000

OFFERED WITHOUT RESERVE

Built to 1:2 scale in 1985, this Porsche 936 Junior Children's Car boasts the livery of Jacky Ickx and Derek Bell's 24 Hours of Le Mans-winning car that led them to victory in 1981. It is powered by a 5 bhp Briggs and Stratton engine managed through a two-speed transmission. Furthermore, the car features rack-and-pinion steering, disc brakes, limited-slip rear axle, four-wheel coil suspension, adjustable rear wing, as well as headlights and taillights. Acquired by the current owner approximately five years ago, the car is presented in largely original condition and in running order. This would be the perfect entry for Big Little Mans in 2020!



106 FERRARI 275 GTB TOOL KIT

£10,000 – £12,000

OFFERED WITHOUT RESERVE

Offered here is an original toolkit for any 275-series Ferrari. Included within the original roll is a set of tools, including the dark blue Battaini jack, Pirelli belt, Bellux safety reflector in its original case, spare light bulb and fuse set, spark-plug socket, oil-filter wrench, grease gun, and wheel-hub tool. Finally, the kit is accompanied by two hammers, a pair of pliers, five screwdrivers, and eight wrenches.



107 FERRARI 365 GTB/4 DAYTONA 1:8 SCALE MODEL

£20,000 – £25,000

OFFERED WITHOUT RESERVE

Produced by Atelier Caroline & Tristan Fournier, this 1:8 scale model of a Ferrari 365 GTB/4 Daytona was built by hand, taking approximately 2,500 hours to complete. Finished in August of 1994, it is extremely well detailed and includes a working petrol filler cap, boot, and door latches, and even an opening bonnet utilizing hydraulic rams, just as the 'full-size' Daytona does.



108 FERRARI F40 1:8 SCALE MODEL

£20,000 – £25,000

OFFERED WITHOUT RESERVE

Produced by Atelier Caroline & Tristan Fournier, this extremely well-detailed model was handcrafted to 1:8 scale. Completed in February of 1992, it took nearly 2,000 hours of work to complete. Built with a carbon-Kevlar composite body on a metal tubular frame, it boasts incredible features, including working retractable lights and cable-operated doors.



FOOTWORK FA17 FULL-SCALE MODEL 109

£30,000 – £50,000

OFFERED WITHOUT RESERVE

Full-scale display model of Footwork's 1996 car

Suitable for display purposes

The Alan Jenkins–designed Footwork FA17 was a logical evolution of the previous season's FA16, retaining the neatly packaged Hart Type 830 V-8 engine which had powered Gianni Morbidelli to a valiant 3rd place in the final round of the 1995 championship in Australia. For 1996, incumbent Arrows boss Jackie Oliver recruited former Benetton and Simtek F1 driver Jos Verstappen and 1995 International Formula 3000 series runner-up Ricardo Rosset in the hope that both could capitalise on the car's strong—if broadly conventional—technical credentials. Despite the entirely new driver lineup, the 1996 season proved difficult, with the team placing 9th in the Constructors' Championship at the end of the season.

Presented here is a full-scale model of the FA17. Built for display purposes and promotion during the season, it would be a wonderful addition to the collection of any Formula 1 enthusiast.







LONDON

Thursday | 24 October 2019 | 17.30 BST

LOTS 110 - 118

The following collection of nine lots is offered from the Forests Collection, with all proceeds to be generously donated in support of Trillion Trees.

Trillion Trees is a collaboration between three of the world's largest conservation organisations: Birdlife International, Wildlife Conservation Society (WCS), and WWF. It is founded on a vision of a world where tree cover is expanding, not shrinking. By working together, we are leveraging our large networks and decades of experience towards a common goal. To close the gap between aspirational commitments and the reality on the ground, our dedicated team develops ideas into opportunities and connects them to funders. These ventures will protect and restore forests for the benefit of people, wildlife, and a stable climate.



TRILLION TREES





110

□ 2016 HARLEY-DAVIDSON LOW RIDER S

CHASSIS NO.
5HD1GS8DXGC315133
ENGINE NO. **GS8G315133**

£10,000 – £15,000

OFFERED WITHOUT RESERVE

DOCUMENTS

Swiss Carte Grise

Proceeds will be donated in support of Trillion Trees

Three owners and less than 4,600 km from new

Fine example of one of Harley-Davidson's
most desirable modern models

Upon its introduction, the 2016 Harley-Davidson Low Rider S proved to be nothing short of an instant classic.

As with most Harley-Davidsons, this model combines the best of style, ride quality, and performance. From the 'Magnum Gold' five-spoke cast aluminium wheels to the prominent 'Heavy Breather' air cleaner and the speed-screen-adorned headlight, the Low Rider S is one of the sleekest and most aggressive 'twins' on the market. Of course, what truly makes a Harley is the engine.

It is an American-made, thunderous 45-degree V-twin, making the Low Rider S one of Harley-Davidson's most performance-oriented powerplants to date, thanks to the air-cooled Twin-Cam 1,801 cc engine. With a claimed 115 foot-pounds of torque at 3,500 rpm, the Low Rider S has all the low-down grunt you could ever want or need.

This Harley-Davidson Low Rider S was delivered new in Switzerland via Harley-Davidson Geneva and is currently with its third owner. It has since been serviced by Harley-Davidson Geneva, with copies of service information and order documents on file. Furthermore, the bike received an ECU remap, unlocking an additional 15% of power from the engine. It comes with two sets of exhausts, which can be remotely controlled, and forward controls. Importantly, all stock parts removed will be included in the sale.



1991 BMW M3

111

Proceeds will be donated in support of Trillion Trees

Presented in excellent condition throughout

An M3 in which to stand out from the crowd

The E30-generation M3 bowed in pre-production form towards the end of 1985 at the Frankfurt Motor Show. While it may have looked at first glance like a standard 3-Series coupe with a body kit and boxed wheel arches, it was more race car than road car underneath—indeed, the E30 M3 road car was created to homologate the M3 for Group A Touring Car racing. Full production commenced in 1986 at the BMW factory in Munich, bringing the 'M' badge to a wide audience.

At the time, BMW chairman Peter Flohr described the M3 as 'a sports car within the financial reach of private racing drivers and with sophisticated but straightforward and unproblematic technical features'. These features included independent front and rear suspension with gas dampers, anti-roll

bar, and servo-assisted, vented-disc brakes. The M3 was offered only in left-hand drive and featured a more rigid and aerodynamic body, with flared wheel arches accommodating a wider track and wider and taller wheels and tyres.

The M3 offered here was first registered in March 1992 and was specified in the relatively rare Alpine White (code 218) over an anthracite interior. Delivered with electric windows, sunroof, and to UK specification, as confirmed by BMW, this car presents incredibly well, displaying fewer than 55,000 miles. Indeed, this M3 has travelled fewer than 1,000 miles in the last 12 years, according to MOT records. During that period, the car underwent significant recommissioning at Dick Lovett BMW in Swindon, with many perishable items replaced, while it has also benefitted from a respray. It is relatively rare to see a white M3, ensuring this car stands out from the crowd both for its condition and its bright appearance compared to more frequently seen black and grey examples.

CHASSIS NO.
WBSAK05090AE2207

£45,000 – £65,000

OFFERED WITHOUT RESERVE

DOCUMENTS

UK V5



112

2001 PORSCHE 911 GT3 RS

CHASSIS NO.
WPOZZZ99Z1S692105

£140,000 – £180,000

OFFERED WITHOUT RESERVE

DOCUMENTS

Bill of Sale

Proceeds will be donated in support of Trillion Trees

**Believed to be the only 'non-white'
GT3 RS, delivered new in black**

**Never raced in period, yet eligible for the
Masters' Endurance Legends series**

**Huge history file included, with original
books and documentation**

Introduced in 1997, the Porsche's 996-generation of 911 was the first to be built with a water-cooled engine in deference to the age-old format of air-cooled units. Initially, the standard 996 Carrera had a flat-six engine of 3.4-litre capacity. The Targa, Carrera 4S, Turbo, GT2, and GT3 received 3.6-litre versions. The 996 GT3 road car was built to homologate its racing sibling. The cylinder heads of the GT3 engine were based on those from the

959, and the block was the M64 type from the 964, it being stronger than the lighter 993 M64 block. The six-speed gearbox of the 996 GT3 was derived from the gearbox used in the 993 GT2.

Whilst the 'Cup' cars served well in National and Supercup Championships, the GT3 R was the first of the internationally homologated GT3 race cars and was followed by the RS (from 2001, not to be confused with its later road-going sibling) and finally the RSR. All three variants dominated their classes in major championships around the world, and the model remains as one of the most successful series of racing Porsches built.

This 2001 Porsche 911 GT3 RS was ordered on 22 March 2001 and sold to German industrial heir and sometime racer Andreas Knapp-Voith, who



specified the driver training—a €3.000 cost option at the time. All-in, the total cost of this GT3 RS was €438.480, according to the original order document. Specified in a very menacing black, believed to be the only GT3 RS sold as a 'non-white' example, this GT3 RS can only be described as aggressive-looking. Backing up these looks is an engine which has been increased to 3.7 litres in size and fine-tuned by RSTuning to produce 485 bhp and 465 Nm of torque.

While many Porsche 911 GT3 RSs were raced hard in period, this car experienced no such hardship. Despite its lack of track

action, this GT3 RS is eligible for the Masters' Endurance Legends series—a flourishing series attracting a wide range of entrants to what is a very competitive field. A huge history file detailing engine tuning, servicing, and ongoing maintenance to the tune of almost €90.000 accompanies the car, along with all original books and other documentation.

In order to compete at the highest level, you must own the best and most competitive cars. This GT3 RS is a standout car, allowing its new owner to compete at the highest level—something it never had a chance to do when new.





113

1998 MINI COOPER

CHASSIS NO.
SAXXNNAZRWD155176

£15,000 – £20,000

OFFERED WITHOUT RESERVE

DOCUMENTS

UK V5

Proceeds will be donated in support of Trillion Trees

Stunning Mini Cooper in standout original colour of Surf Blue

Ordered with the desirable sports pack and upgraded with a Stage 1 Powerkit by My Mini Revolution

Includes extensive history file

Having developed the iconic, original Mini Cooper in the early 1960s, John Cooper sold his own modified Minis under the Mini Cooper name from the mid-1980s. Desirable and arguably better sorted than the originals, Rover acquired the rights to the name, enabling the firm to officially relaunch the model in September 1990.

The final version of the iconic Mini—the Mark 7—arrived in 1996. Changes included twin-point fuel injection, a higher final drive ratio, driver’s airbag, side impact beams, additional sound insulation, much-improved front seats, front-mounted radiator, and a ‘Sports Pack’ option. A key part of a factory initiative intended to encourage customers to personalise their Minis, the Sports Pack comprised 13" x 6" Minilite-style alloy wheels, extended wheel

arches, Koni dampers, four auxiliary front lights, a large-bore exhaust tailpipe, and extra instruments.

It is unlikely for a person to run into another Mini Cooper like the car offered here. Delivered to its first owner in Argenteuil, France, in February 1998, this stunning Mini was ordered in the rare Surf Blue colour scheme, including interior. This Mini was also specified with the aforementioned Sports Pack, as well as Yokohama tyres, as detailed in the original Bill of Sale—a copy of which accompanies the car. Furthermore, it has been upgraded with a Stage 1 Powerkit installed by My Mini Revolution in Paris. Put simply, this is among the most desirable and unique of Mini Cooper specifications.

With a known ownership history from new, including details of its French ownership history accompanying the car, which include a large number of bills and invoices for service and maintenance work carried out over the last twenty years, this Mini Cooper presents in excellent condition both inside and out. With more than five million Minis sold throughout its production run, this Mini Cooper will ensure the new owner stands out from the crowd.



2000 PORSCHE 911 GT3

114

Proceeds will be donated in support of Trillion Trees

An early iteration of Porsche's iconic 911 GT3

Extensive service and maintenance records

Following the release of the 996-generation 911, Porsche's first 996 variant intended either for spirited road use or the racetrack was the GT3. The Hans Metzger-designed 3.6-litre engine derived from the Le Mans-winning GT1 was rated at 360 horsepower and 7,200 rpm, providing 60 additional horsepower over the base 3.4-litre engine. The car was also fitted with adjustable suspension and a unique body kit, including a dual-plane rear wing. The interior featured sports seats and the deletion of some trim deemed nonessential in an attempt to keep weight down. The 996 GT3 is an incredible drivers' car and won the coveted Evo Car of the Year award in 1999, beating Ferrari's 360 Modena into second place. Indeed, years later, Evo magazine

would place the 996 GT3 Mk 1 above the Mk 2 for driving pleasure, placing it third in the all-time drivers' car ranking behind the Pagani Zonda and Lotus 340R.

This 996 GT3 is an early version of the revered model. Sold new in France via Raulet Automobiles in Le Mans, this GT3 has been well maintained throughout its life and boasts 15 stamps in its original service book—all via Porsche main agents or specialists. Accompanying this GT3 are a range of invoices for service and maintenance from Porsche main agents or specialists. Indeed, in just the last few years, invoices total more than €6,000. This car has been enjoyed as intended and maintained to a standard in which this enjoyment can continue with the next owner. Such a highly regarded car warrants a place in any Porsche collection, but would surely be best placed where the new owner uses this superb car as intended.

CHASSIS NO.
WPOZZZ99ZY5690281

£50,000 – £60,000

OFFERED WITHOUT RESERVE

DOCUMENTS

UK V5



115

1970 MEYERS MANX

CHASSIS NO. **1102980174**

SERIAL NO. **1159**

£35,000 – £45,000

OFFERED WITHOUT RESERVE

DOCUMENTS

UK V5

Proceeds will be donated in support of Trillion Trees

More than \$70,000 spent on a high-quality restoration

Unique car ready for sand dunes or the school run

An American icon, the Manx continues to embody the go-anywhere, do-anything spirit of its creator, Bruce Meyers. Based on European underpinnings, the modified Volkswagen Beetle drivetrain and frame, which was shortened by almost 37 cm, offer a steady, reliable base for lightweight fibreglass bodywork. The combination of purpose-built off-road ability and lightweight construction allowed the Manx to dominate the overland racing scene of the 1960s, beating trucks, motorbikes, and cars at the inaugural Baja 1000.

The Manx on offer is a 1970 model and is presented in exceptional condition, thanks to an incredibly thorough restoration, which cost in excess of \$60,000. The end result is worthy of such an investment, as this surely remains one of the highest-quality Manxes available.

Mounted behind the rear axle is an oversized 1,915 cc, horizontally opposed four-cylinder engine, recently built by air-cooled VW specialists FAT Performance of Southern California. Modifications include a mild Engle 100 cam, Sachs performance clutch, two dual-barrel 40IDF carburetors, and a custom muffler mounted to the original sidewinder exhaust, which makes for an exceptional sound to match the outlandish design.

The spectacular metallic orange finish stays true to the brightly coloured Manxes of the period. Manx bumpers, custom mirrors, and custom-fitted front and rear seats complete the aesthetic. Additionally, specially fabricated Volkswagen wheels, 14 inches up front and 15 inches at the rear, round off the classic look of this all-purpose car. A three-spoke EMPI steering wheel and original Gene Berg short-shifter, linked to a four-speed rancho transmission, make driving great fun. The EMPI skid plate, sand seal-protected flywheel, and seat belts for all passengers mean that this buggy is ready to blast through the dunes, while the wiring for lights makes the Manx perfectly usable on the road, too. This stunning Manx is truly a car for all environments.



2013 LAND ROVER DEFENDER

116

Proceeds will be donated in support of Trillion Trees

Less than 12,000 km from new

Stunning Land Rover Defender presented in immaculate condition

A true icon in every sense of the word, since the original Land Rover Series began production in Solihull in 1948 until its decades-long production run ended in 2016, more than two million Defenders were produced, becoming a British automotive icon.

It was only in 1989, following the introduction of the all-new Land Rover Discovery, that the Defender received its own name. This was not only a marketing exercise; the new Defender received a raft of upgrades, along with a new turbo diesel engine that brought useful increases in power, torque, and fuel economy when compared with the old, normally aspirated diesel it was based on. Often boasting large 'Defender' logos, the Land Rover continued through a continuous process of development,

gaining disc brakes and power-assisted steering as standard during the 1990s, together with a host of other improvements.

This stunning Land Rover Defender 90 is a versatile soft-top and was first registered in March 2013. The condition of this Defender can only be described as immaculate, with the interior, bodywork, hood, engine bay, and undercar all in pristine condition. Presented in a stunning red-and-black configuration, this Defender boasts a black hood over the loading bay, black kicker plates on the bonnet, and steel wheels fitted with BF Goodrich off-road tyres.

Online service records state that the car's last dealer service was at La Linea Franca Land Rover in Bonn-Buschdorf, Germany, in August of 2015 at 8,920 km and is presently showing under 12,000 km from new. Acquired by the consignor from Garage Albert Michael in Belgium during 2018, it was then exported to the UK, where it was road registered. In its present ownership, the hood-mounting hardware has been powder-coated black from its original silver.

CHASSIS NO.
SALLDWLP8DA434910

ENGINE NO.
130217092402 DT224

£40,000 – £60,000

OFFERED WITHOUT RESERVE

DOCUMENTS

UK V5



117

○ 2018 PORSCHE 911 GT3

CHASSIS NO.
WPOZZZ99ZJS166703
ENGINE NO. **004681**

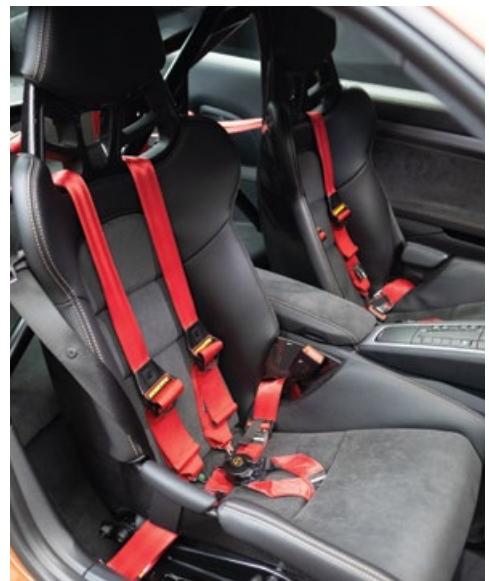
£130,000 – £160,000
OFFERED WITHOUT RESERVE

DOCUMENTS
UK V5

Proceeds will be donated in support of Trillion Trees
Single ownership and under 1,500 km from new
Finished in PTS Sepia Brown

Optional extras include manual gearbox
and Clubsport package

Delivered to its first and only owner in April of 2018, this 991.2-generation Porsche 911 GT3 boasts a number of desirable options, chief amongst which is its paint-to-sample exterior colour of Sepia Brown, a colour made famous on 911s in the 1970s. Other options include the manual gearbox and lightweight bucket seats in leather and Alcantara, as well as the Clubsport package, Porsche Dynamic Light System, 90-litre fuel tank, reversing camera, and black 20-inch GT3 centre-lock wheels.



The 991.2 generation of Porsche's 911 GT3 brought about a number of welcome changes over its predecessor. Porsche heard the cries of the marque's faithful, and rather than offer the PDK transmission as the only option, a manual gearbox was made available as a no-cost option. Its new 4.0-litre engine was derived from the GT3 Cup cars and produces 500 bhp to match the output of the 991.1 GT3 RS, thanks in part to a new crankshaft and valve gear. Slightly revised aerodynamics, including an all-new diffuser, means that the downforce produced equals that of the 997-generation GT3 RS. Further increasing its track-day credentials are active engine mounts, rear axle, steering, and a limited-slip differential, all offered as standard equipment.

Since leaving Porsche's facilities in Stuttgart, the GT3 has travelled just under 1,500 km from new and presents in excellent condition both inside and out. Of the modern crop of Porsche GT cars, the cars boasting PTS colour schemes have proven to be the most desirable. Benefitting from an attractive colour hearkening back to 911s of yesteryear, there is no doubt that this would be an incredible car to drive and enjoy, boasting a host of options that only add to its overall driving experience, namely its manual gearbox.





118

1994 MAZDA RX-7

CHASSIS NO.
JM1FD3336R0301164

£15,000 – £20,000
OFFERED WITHOUT RESERVE

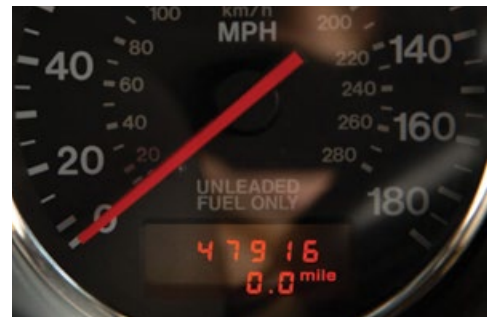
DOCUMENTS
UK V5

Proceeds will be donated in support of Trillion Trees

Two owners from new, retained by original owner for over two decades

Less than 48,000 miles from new

U.S.-delivery example



The third and final generation of the Mazda RX-7 was produced over a decade-long period from 1992–2002. Boasting more voluptuous and rounded bodywork over its predecessors, its major mechanical differentiation from the first two generations of RX-7 was that this would be the first mass-produced sequential twin-turbocharged vehicle from Japan, boasting 252 bhp on tap.

This black RX-7 was delivered to the U.S. and first registered in 1994, according to the accompanying

CARFAX and the New York title, both of which accompany the car. Amazingly, the RX-7 remained with its original owner until 2016. During his ownership he moved home from the U.S. to France, taking the car with him, and later moved to Italy, where it was purchased by the consignor in May of 2016. Imported to the UK upon the consignor's purchase, MOT history suggests that this RX-7 travelled fewer than 400 miles between 2016 and 2018 and currently shows just under 48,000 miles from new.

Renowned as a real drivers' car, this RX-7 builds upon that reputation with updated springs and dampers, making for a sporting driving experience. It is also important to note that the original engine was replaced a few years ago—a common occurrence, as newer engines are often considered preferential to RX-7 enthusiasts.

The FD-generation RX-7 proved to be a wonderful swan song for the model and has proved to be popular with fans of Japanese sports cars worldwide. Boasting just two owners and less than 48,000 miles from new, this example would be a thrill to drive and enjoy for a fan of 1990s Japanese sports cars.





119

1993 PORSCHE 968 CLUBSPORT

CHASSIS NO.
WPOZZZ96ZPS815075
ENGINE NO. **42P01219**

£35,000 – £50,000
OFFERED WITHOUT RESERVE

DOCUMENTS
UK V5

One of just 1,923 968 Clubsports produced, and one of the earliest known examples

Former factory press car, having covered almost 40,000 kilometres with Porsche

Featured in *Auto Bild*, *Auto Motor und Sport*, and *Auto Zeitung*, and driven by Walter Röhrl

Offered from eighteen years of single ownership

Accompanied by an extremely comprehensive service and history file

Originally Stuttgart-registered "S-LM 5402" on 22 October 1992, this particular 968 Clubsport was specified in Speed Yellow with matching Recaro seats and was fitted with the desirable M220 limited-slip differential and a Blaupunkt RCR-42 radio. Intriguingly, the logbook shows an unusually

high delivery mileage figure of 231 kilometres, pointing towards a more rigorous factory-testing process than normal.

The car was initially retained by Porsche as one of several Speed Yellow 968 CS press cars (showing the option code 00681 for press vehicles), its service book displaying three stamps from the factory dealership between November 1992 and September 1993. Having already featured in articles in *Auto Bild* and *Auto und Motor Sport*, its most notable appearance in print was in an article in *Auto Zeitung* in 1992, when it was driven by Walter Röhrl in a four-way road test. Röhrl was effusive in his praise of "S-LM 5402", and it is thought that his reference to the 968 Clubsport as the 'the best-handling car that Porsche made' arose as a result of this test.

In late 1993 the car was sold to its first private owner, Gerhard Sattler of Heidenheim, Germany, with two further continental European owners ensuing prior to its import to the UK by Porsche dealer and ten-time Le Mans competitor Nick Faure in 1997. Having covered just under 80,000 kilometres at this point, the car was sold to Andy Melville before passing to Alex Willard in mid-1999. During Alex's ownership, it received an engine top-end overhaul, new flywheel, and new clutch at marque specialists Parr Porsche.

Purchased by the consignor in May 2001, the car has since been fastidiously maintained, covering over 50,000 kilometres in the process. Benefitting from fitment of the correct brakes in 2004,

as well as M030 shocks, hubs, and anti-roll bars in 2009, and a new clutch in 2011, the car was subjected to a further top-end overhaul and geometric setup by ProMax Motorsport less than 15,000 kilometres ago, as well as cam and balance belts, cam chain change, and the replacement of the front brake discs and pads in the summer of 2019.

With interest in 'transaxle' Porsches at an all-time high, this illustrious example would be a welcome addition to any significant Porsche collection. Recently serviced and immaculately presented, it was recently summed up by one reputable Porsche specialist, who described it as 'the best 968 I have seen'.



Walter Röhrl behind the wheel of the 968 Clubsport during test for *Auto Zeitung* magazine in 1992.
Courtesy of *Auto Zeitung*



120

1988 MERCEDES-BENZ 560 SEC

CHASSIS NO.
WDB1260451A333156
ENGINE NO. **11796812030571**

£20,000 – £30,000

OFFERED WITHOUT RESERVE

DOCUMENTS

Luxembourg Vehicle Registration Document

Formerly owned by John 'Magic Alex'
Madras of Apple Electronics fame

Recently serviced

The Mercedes-Benz W126 was a series of flagship vehicles produced between 1979 and 1991. Previously underappreciated, these cars are now increasingly regarded as the pinnacle of Mercedes-Benz build quality. The imposing S-Class models are gaining respect and recognition among the classic car fraternity, and leading the pack is the range-topping 560 SEC produced from 1985 until 1991.

The updated S-Class models, including the example offered here, include electronic automatic climate control, an electronically adjustable steering column, and leather steering-wheel and shift-lever trim, among other additions. Heated front seats were included at the factory as standard equipment on the 560 SEC and optional on the rest of the lineup. Regarded as the ultimate luxury Mercedes-Benz of the day, it was one of the world's

most expensive cars when produced and came comprehensively equipped as standard.

This stunning 560 SEC is presented elegantly in red with a light grey leather interior. It was first registered in Windsor on registration plate TEN 444 by a Mr Hussein Muhammed Alkandri. It then passed into the care of Mr John Madras of London in late 1990. Madras was more commonly known as 'Magic Alex' during his time as the head of Apple Electronics, and he worked closely with the Beatles and John Lennon in particular. Due to the car's low mileage—fewer than 60,000 kilometres from new—and excellent condition, it has clearly been taken care of properly and is a fine example of the breed.

One of the best luxury cars of its day, this is perhaps the ideal car for those looking to motor around in typical '80s splendour. As the luxury sports car of the 1980s come to be more appreciated in the years to come, the collectability of this ultra-luxurious Mercedes is almost certain to increase.



1989 PORSCHE 911 TURBO 3.3 TARGA

121

One of just 105 Turbo Targas built for non-U.S. markets in 1989

Believed to be one of just 12 1989 Turbo Targas built to RHD specifications

Claimed to be one of 50 built to EU specs and 12 with right-hand drive

Classic Guards Red over a black leather interior combination

Porsche began experimenting with turbochargers in the late 1960s. It wasn't until 1975, however, when a road-going model, the 911 Turbo, was introduced. Available only for the European market, it was engineered so vastly different than the 911 from which it was derived that it received its own internal designation, the 930.

Power was initially supplied by a blown 3.0-litre flat six with Bosch K-Jetronic fuel injection mated to a wide-ratio four-speed manual transmission. With the boost set at 11 psi, the 911 produced a then-shocking 260 bhp. Outside, the car was identified by a signature 'whale tail' spoiler and massively flared wheel arches with wheels notably larger in the rear than in the front. A beefier chassis, Bilstein gas shocks, and an oil cooler were standard, too.

By 1986 the engine had been upsized to 3.3 litres with 300 bhp. Targa and cabriolet versions became available for 1987, and beginning in October 1988, a five-speed manual transmission with hydraulic clutch was made standard, replacing the heavy-duty four-speed manual used since the model's inception. Nineteen eighty-nine models featured firmed-up suspension componentry to improve driving response. Rear suspension torsion bars were increased in diameter, front and rear anti-roll bars were increased in thickness, and damper settings were made firmer. A new anti-theft system was built into the car, too.

This is one of only 105 Targas built for the 1989 model year. Adding to both its rarity and desirability, it is claimed to be one of fifty built to EU specs and one of twelve right-hand-drive examples. According to the consignor, it has never been restored and is presented in all-original condition, showing 32,000 miles from new. Finished in the quintessential Porsche colours of Guards Red over a black interior with black Fuchs wheels, this is a lovely 911 that occupies a niche part of Porsche history.

CHASSIS NO.
WPOZZZ93ZKS010083
ENGINE NO. **67K00451**

£90,000 – £140,000
OFFERED WITHOUT RESERVE

DOCUMENTS
German Fahrzeugbrief



122

1993 MERCEDES-BENZ E36 AMG

CHASSIS NO.
WDB1240921F249300

£30,000 – £40,000

OFFERED WITHOUT RESERVE

DOCUMENTS

U.K. V5

Finished in sinister Blue-Black Metallic over a Black interior
The first post-merger Mercedes-Benz and AMG product
Delivered new to Japan

Mercedes-Benz AMG GmbH was originally an independent firm specializing in performance enhancements to Mercedes-Benz vehicles. Then Daimler Chrysler AG took a controlling interest in 1999, later becoming sole owner of AMG in 2005, making it a wholly owned subsidiary of Daimler AG.

Founded in 1967, in its early days AMG concentrated on building racing cars based on the Mercedes-Benz E-Class for European touring car series—the company rose to prominence and almost overnight recognition with the introduction of the “Hammer” in 1986. AMG worked its magic on the W124 E-Class with a tuned version of Mercedes-Benz’s 5.6-litre V-8, producing 365 bhp and thereby transforming the midsize sedan into the world’s fastest car at the time. Mercedes-Benz, incidentally, produced the W124 from November 1984 to August 1995.

At its heart is a brawny V-8 straight off the S-Class production line. The conversion begins with

disassembly of the engine. After boring out the all-aluminium engine to 6.0 litres, it is polished, balanced, and blueprinted. AMG swaps the stock SOHC two-valve heads for its own free-breathing DOHC four-valve-per-cylinder units. Back in 1986, *Car & Driver* recorded 0–60 mph in five seconds flat, a 1/4-mile in 13.5 seconds at 107 mph, and a top speed of 178 mph—utterly remarkable performance for the era!

Aero aids give the car a slick 0.25 Cx coefficient of drag, along with wheel, tyre, and suspension modifications that provide for great handling to match the enhanced potential. AMG has never released production numbers, but it is estimated that the cars were built in very limited numbers due to their high initial cost.

Born as a 320 TE and produced by Mercedes-Benz in December of 1992, this example was delivered new to Japan and is believed to have been converted to AMG specifications there. Finished in Blue-Black Metallic over a Black cloth interior, it is showing 34,287 km from new and would surely be an excellent example to drive and enjoy.



1967 JAGUAR MARK 2 3.8 SALOON

123

One of the very last Mk IIs built, the second-youngest manual-transmission 3.8-litre Mark 2

Beautifully presented in its original classic colours

Fully restored whilst retaining its original interior

Launched in 1959, the Jaguar Mark 2 offered a noticeably improved driving experience over its predecessor courtesy of revised front suspension geometry, widened rear track, and four-wheel disc brakes. Ergonomic improvements were achieved by increasing the cabin glass area by almost 20%, whilst narrower front and central body pillars gave the car a more refined appearance. The evergreen Jaguar XK engine was employed once again, with a 220 bhp, 3.8-litre high-performance version—poached from the leviathan Mark 4 saloon—being available in a ‘mid-range’ Jaguar saloon for the first time, in addition to the 2.4- and 3.4-litre options carried over from the Mark 1.

With spirited 125 mph performance, including a 0–60 mph time of 8.5 seconds, the 3.8 was immediately in demand, and manual-transmission-

equipped examples remain amongst the most desirable. Significantly, this is an extremely late example and is believed to be the second-youngest RHD 3.8-litre manual Mark 2 in existence, the youngest residing with the Jaguar Daimler Heritage Trust. Delivered new to New Zealand, its first owner, Harvey Hingston, registered chassis no. 235338 on 30 November 1967 as shown by the original logbook. This example was ordered new in stunning deep gloss Black over a tasteful Oxblood Red leather interior and is presented beautifully in these colours today after a full restoration in 2011/2012; details of this restoration can be found in the extraordinary history file, which contains the original books and invoices going back to 1970 and a JDHT certificate confirming its matching-numbers engine.

Everywhere you look, the signs of a well-loved and truly cherished automobile are evident, from the original leather of the seats to the classic knock-off wire wheels. This is without doubt one of the finest Mark 2s offered to market in recent years and would rightfully deserve its place in any major Jaguar collection.

CHASSIS NO. **235338**
ENGINE NO. **LF 4227-8**

£50,000 – £70,000

DOCUMENTS

UK V5



124

□ **1999 MERCEDES-BENZ SL 73 AMG**

CHASSIS NO.
WDB1290761F186283

£200,000 – £240,000

DOCUMENTS

Swiss Carte Grise

Offered from the Youngtimer Collection

Believed to be one of fewer than fifty examples built

Boasts the 7.3-litre, 525 bhp V-12 made famous by the Pagani Zonda

Delivered new to Japan

Although exact build numbers of 1990s AMG cars are notoriously imprecise due to the independent relationship that AMG had with Mercedes, it is widely accepted that around one thousand AMG-fettled variants of the R129 SL were produced, and of those, between forty and fifty were SL 73 AMGs. When one considers that the SL500 outsold the SL600 by a ratio of 10:1 between 1993 and 2001, and that the latter is considered a rare car



with just over eleven thousand units, it becomes apparent just how rare the SL 73 is; there are three times more Pagani Zondas in existence, a car with which the SL 73 shares its engine.

Indeed, from 1997 to 2001, AMG would, for those customers with the financial capability and desire to have something truly special, bore out the wondrous 6.0-litre M120 V-12 engine in the SL600 to 7.3-litres, upgrade the internals, and unlock in the region of 525 bhp and 750 nm of torque. Thankfully, the brakes and active damping system were also fettled to cope with the extra power, and the result was a traction-restricted 0-60 time of 4.6 seconds and a top speed approaching 200 mph, if the 155 mph limiter was removed. In keeping with the understated gentlemanly appearance of the R129, the only items that give away its potency are the twin exhaust, a discreet body kit, small exterior badging, and AMG wheels.

Like many of the ultimate AMGs of this era, this 1999 example was delivered new to Japan and therefore benefits from the final facelift that Mercedes had unveiled at the 1998 Turin Motor Show, which included revised wing mirrors, colour-coded door handles, interior upgrades, and tweaks to the starting sequence on the car to include an auto-start function. It presents in fine condition, showing under 35,000 km on its odometer, and benefits from a suitably intimidating colour scheme of black with a black soft top and black leather interior, the latter of which boasts optional orthopaedic seats and the extended leather dashboard and door card option.

The R129 is already appreciated as a modern classic, and this incredibly rare SL 73 is the absolute pinnacle of the range and unlikely to be repeated.





125

1961 PORSCHE 356 B SUPER 90 CABRIOLET

COACHWORK BY REUTTER

CHASSIS NO. **155389**

ENGINE NO. **802972**

GEARBOX NO. **46493**

£110,000 – £150,000

DOCUMENTS

UK V5

An excellent example of Porsche's desirable 356 B Super 90

Retains its original engine

Fully restored

The Porsche 356 B was unveiled at the 1959 Frankfurt Auto Show. It brought a facelift to the increasingly sophisticated and highly desirable German sports car. To help meet the requirements of its most important export market, the United States, Porsche's designers changed the car's profile by raising its front wings and headlamps. New bumpers with large vertical guards that were mounted several inches higher at both ends provided better parking protection.

During the evolution of the 356 B, the body nomenclature changed in 1962 from T5 to T6; the newer design brought a larger front boot lid with a squared-off front edge, a larger chromed bonnet handle, two engine-cooling grilles, a redesigned instrument panel with improved instrument positions, a better inside rear-view mirror, a redesigned fuel tank that provided increased luggage space, and a relocation of the fuel filler to the top of the right front wing, eliminating the need to open the front lid for access to the fuel tank cap.

The 356 B was offered in coupe, roadster, and cabriolet styles. The cabriolets were quite luxurious vehicles, as they were equipped with

standard leather seats and a thickly padded folding top. All these variants could be had with a choice of three compact and efficient air-cooled OHV engines: the 60-horsepower Normal, the 75-horsepower Super, and, like the example offered here, the very potent Type 616/7 'Super 90', so named for its peak horsepower at 5,500 rpm.

The Super 90 gained its muscle from a higher-lift camshaft, a 9.1 compression ratio, and a pair of larger 40-millimetre Solex PII down-draft carburettors. Engine lubrication was upgraded for better longevity, and a stronger Hausermann clutch package was adopted. With this more powerful engine and a curb weight of less than 900 kilograms, Super 90s were claimed by the

factory to be capable of a 185 km/h top speed whilst returning 27 mpg. Large finned-aluminium drum brakes provided more than adequate stopping power.

The car offered here, Chassis no. 155389, was completed at the Porsche factory on 30 June 1961. A left-hand-drive European-specification example, it was delivered in 6007B Grey with black leather interior. Though its earliest history is unknown, the car was recently fully restored in Italy and presents beautifully. Retaining its original engine, chassis no. 155389 remains in excellent condition and will be a fine addition to any significant sports car collection.





126

1953 JAGUAR XK 120 DROPHEAD COUPÉ

CHASSIS NO. **S 677020**
ENGINE NO. **W 7565-8S**
GEARBOX NO. **JL 15434**

£90,000 – £130,000

DOCUMENTS

German Fahrzeugbrief

Just two owners from new; nearly sixty years of prior single ownership

Highly original, including original paintwork and interior

An ideal candidate for the preservation class at shows and concours

Registration and maintenance records dating to the 1950s

This left-hand-drive Jaguar XK120 Drophead Coupé, finished in Birch Grey over red leather, was built 12 March 1953 and dispatched to Los Angeles, California, on 26 March 1953 through the West Coast distributor, Charles Hornburg.

As designated by its chassis number, S 677020, this is a Special Equipment model, making it the 20th drophead coupé built, the sequence for these starting at 677001.

It was ordered by Bertha A. Brown in Lake Forest, Illinois, on 28 August 1954 and remained with her family, passing to her son Charles, until 2013, when it was purchased by the consignor, a very well-respected collector of British sports cars.



A file of documentation with the car retains early U.S. road registrations and receipts for maintenance going back to the 1950s, and, alluding to the family interest in motoring, the car still wears a Sports Car Club of America sticker in its windscreen. Close inspection of the car today, both in terms of paint and its interior, seems to suggest that the car was never restored, although the wheels have been painted. The leather, while clearly old, shows only limited wear and boasts incredible patina, and the headlining for the convertible roof is in remarkably outstanding order.

A document file includes the handwritten order form, the car invoice from 28 August 1954, and early registrations as well as maintenance receipts dating to the 1950s. The wooden panels of the dashboard have been replaced, but the original panels come with the car. This Jaguar should prove an ideal candidate for a preservation class, adding to its desirability.

After almost 60 years in the ownership of the Brown family, it is believed by Jaguar specialists that there are less than a handful of such cars on the planet in original condition like S 677020.





127

□ 2016 LAND ROVER DEFENDER 90 AUTOBIOGRAPHY

CHASSIS NO.
SALLDWBP8GA484187

£60,000 – £80,000

DOCUMENTS

Form 13,20A

Offered from the Youngtimer Collection

Less than 70 km from new

One of 80 Defender 90 Autobiographies built

Amongst the last of the Defenders

Built to celebrate the final year of Defender production, the 'Autobiography' trim level was the flagship of three limited-edition Defenders introduced to see the model through its final days. Billed by Land Rover as delivering 'more performance, luxury and comfort than ever before', the Autobiography was perfectly capable of living up to its reputation off-road, but also ready to handle the day-to-day duties of on-road use. Boasting unique two-tone paintwork, Windsor leather upholstery, and a bump of 28 bhp and 40 Nm of torque, it was only made available in the UK and European markets.

Sold new to Germany in 2016, this Defender was placed in storage; when it was purchased by its current owner and imported to Switzerland in April of 2018, the car was listed as having only been driven 47 kilometres from new. Today the odometer shows under 70 km from new, and as such, it presents in as-new condition throughout.

Considered by many to be the most iconic British automobile ever built, the Defender is beloved by both civilian and military users alike. With only 80 examples built, the Defender 90 Autobiography is amongst the very last of its breed, and in this case, Land Rover truly saved the best in terms of refinement and luxury for last. For someone looking for an as-new Defender to use and enjoy as intended, or simply to preserve in such condition for future generations, this example is not to be missed.



□ 1986 FERRARI 412

128

Offered from the Youngtimer Collection

Retains its original engine

Less than 40,000 km from new

Accompanied by its original warranty manual

Although it would perhaps take the eye of an enthusiast to differentiate between the 1985 Ferrari 412 and its predecessor, the 400i, the differences between the two were not insignificant. For the 412, the graceful Leonardi Fioravanti design was further refined by Pininfarina to incorporate a higher boot-line that increased luggage space, a deeper front air dam to improve aerodynamics, redesigned sill panels, body-coloured inserts, and a new wheel design, behind which lay a Bosch ABS system as standard—a first for Ferrari.

Meanwhile, at the business end of the car, the displacement of the V-12 engine was increased to

4,942 cc, resulting in a power increase of 8% to 340 bhp. Accelerating from 0–62 mph was brushed off in just 6.7 seconds, swift even by modern standards, and the tachometer would happily nudge 150 mph flat out. The leather-clad cabin was also tweaked to improve the ergonomics of the switchgear and ensure that cross-continental journeys could be dispatched with a minimum of fuss.

According to the accompanying original warranty manual, this 412 was delivered to its first owner in Venice in May 1986. Painted in the elegant colour of light blue and trimmed in cream leather, it presents in fine condition. The aforementioned warranty manual shows a rich service history throughout its life, with the most recent official service in 2013 at 34,012 km, and was acquired by the consignor four years later.

This is a lovely, understated Ferrari for any occasion.

CHASSIS NO.
ZFFYD24B000063533

ENGINE NO. **10151**

£65,000 – £75,000

DOCUMENTS

Swiss Carte Grise



129

1997 MERCEDES-BENZ SL 60 AMG

CHASSIS NO.
WDBFA67F8WF159213

£60,000 – £70,000

DOCUMENTS
Swiss Carte Grise

Offered from the Youngtimer Collection

Full AMG 'SL 60' conversion

**Accompanied by its original manuals,
window sticker, and Bill of Sale**

Less than 13,650 miles from new

The Bruno Sacco-designed R129 Mercedes SL is fast becoming a modern classic, and the sweet spot of the range is the 1995–1998 SL500. Cars built during this period had the enviable combination of the mighty M119 V-8 engine with the later 722.6 five-speed gearbox, which was a marked improvement from its four-speed predecessor. However, for those who considered the standard 320 bhp of the SL500 insufficient, AMG was always on hand and offered upgrades which formed the basis of what was sold in the UK as the 'SL 60'—a 6.0-litre version of the SL500 that was conservatively rated at 381 bhp so as not to usurp Mercedes' own SL600 flagship.

This particular car is one such example; it began life as a particularly well specified 1997 SL500 that was then breathed upon by AMG prior to delivery in the United States. It benefits not only from the 6.0-litre engine upgrade, but also has the AMG sports suspension, two-piece split-rim AMG wheels, bodykit, sports exhaust, and interior upgrades that differentiate it from its non-AMG peers. It presents in fantastic condition commensurate with its low mileage and is accompanied by its original Bill of Sale, handbooks, window sticker, panoramic glass roof, and invoices for the upgrades carried out by AMG.

Delivered new through Continental Mercedes-Benz of Fairfield, Connecticut, the SL 60 remained there until it was exported to Germany in 2017 and was purchased by its current owner later that year. Having travelled less than 13,650 miles from new, this is a very special factory AMG R129 indeed.



□ 1984 DAIMLER DOUBLE SIX LONG-WHEELBASE SALOON

130

Formerly the car of Her Majesty The Queen, Elizabeth II
Presented in highly original, unrestored condition
Offered from its first private owner
Bespoke items unique to this vehicle

Until purchased by the consignor in 2010, the Daimler remained in Jaguar's corporate ownership—initially Jaguar VIP Leasing, and later the Jaguar Heritage Museum Browns Lane—at the factory, where all maintenance was performed.

CHASSIS NO.
SADDDRLW3CC393721

£50,000 – £70,000
OFFERED WITHOUT RESERVE

This Daimler was delivered new in October 1984 to Buckingham Palace for the personal use of none other than Her Majesty The Queen, Elizabeth II. Completed at Jaguar's Coventry facility in the summer of 1984, it was extensively road-tested by factory engineers over roughly 2,000–3,000 miles to ensure it was nothing less than perfect upon delivery.

During the ensuing three years, it was used as Her Majesty's personal car and in local and low-profile engagements. Some 12,000 miles were accrued during that time, before it was replaced in 1990 by another vehicle. It continued to be used by family members and the Royal Security before being returned and kept at the factory with some 29,000 miles recorded with numerous members of the royal family and other dignitaries as passengers.

Equipped with every available option when new, bespoke items include a blue convoy light fitted in front of the rear-view mirror to enable security teams to identify the car more easily at night and to be more visible in the event of a security threat to the Queen. A full-length rear seat cushion was installed in lieu of the standard twin cushion—for the comfort of HRH's three pet corgis to ride more securely and comfortably. For official use, the fog lights flash at regular intervals.

A set of registration plates with the original royal number, along with several photos of the Queen enjoying the car, are included with the sale. All handbooks, tools, keys, complete historical documentation, and an official stamped JDHT certificate are included. Presented in highly original and unrestored condition, this is truly a remarkable motor car in every way.

DOCUMENTS
Form 13.20A



131

1961 FERRARI 250 GTE 2+2 SERIES I

COACHWORK BY PININFARINA

CHASSIS NO. 2947

ENGINE NO. 2947

£325,000 – £375,000

DOCUMENTS

UK VSC

Recent full restoration, including engine rebuild by GTO Engineering with invoices totalling over £85,000

Retains its original engine

Italian-delivery example

Ferrari Classiche Certification in progress

Ferrari's 250 GTE, the marque's first production 2+2, was first seen by the public at the 1960 24 Hours of Le Mans—not as an entry, but as the course marshal's car. Ferrari had of course produced several special-order 2+2s at this point in conjunction with coachbuilders like Ghia, Touring, and Vignale for demanding clients, but this would be the first available to Ferrari's usual clientele.

Six months later, the model was formally introduced at the Paris Salon, and this was a big moment for Ferrari. It represented Ferrari's ever-increasing attention to their road car division as the company's first four-seater. Importantly, the 250 GTE shared the same wheelbase as the legendary 250 GT LWB Tour de France and was equipped with a similar Colombo V-12. It was capable of a top speed of just over 150 mph, proving to more traditional Ferrari



clients that performance would never be compromised in a car from Maranello.

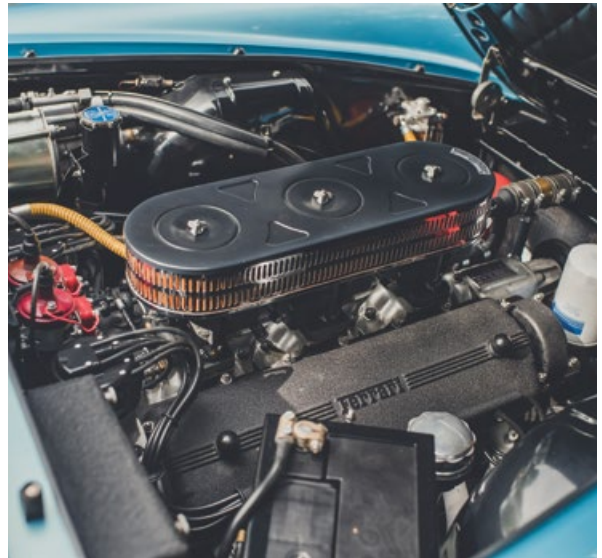
In order to make the car comfortable for four people, Ferrari's engineers had to make several changes to the existing 250 platform, which included moving the car's engine forward on the chassis and widening the track of all four wheels. This made the 250 GTE much more comfortable for those sitting in the back, as well as for those sitting in the front. With coachwork designed by Pininfarina, the 250 GTE's design was not only that of stately elegance, but it was also instantly recognisable as a Ferrari. Ferrari produced 954 examples and three slightly different model variants over its four years of production.

Produced in November of 1961, this 250 GTE was born as a Series I example, finished in *Blu Dauphine* (12252 MM) over a *Panno Rosso* Peugeot interior. Although little is known of chassis no. 2947's early history, it is believed to have been sold to a customer in Southern Italy. It did not remain in its native Italy for long, and at some point it was shipped to the U.S.

A previous U.S. title from the state of New Mexico shows that the car was registered there under the ownership of Francisco C Lombardo VII of McIntosh, New Mexico, in 1978. The car appears to have remained with him for some time and was exported in October of 2008 to the UK and purchased by the current owner in December of that same year.







At this point, the car was not in running condition and was purchased as a project. Upon being stripped to bare metal, the bodywork was found to be largely sound thanks to its time in New Mexico's dry climate, although some damage was found around the nose and the floors were replaced at some point. A full restoration was commissioned with Classic Performance Engineering at Bicester Heritage over the course of the last three years, with final assembly completed in July of this year. The original engine was shipped to GTO Engineering and fully rebuilt from 2016–2018, with invoices on file totalling to over £85,000.

Freshly restored and presented in its stunning original colour scheme, this is a 250 GTE to cherish.





132

○ 2010 PORSCHE 911 SPORT CLASSIC

CHASSIS NO.
WPOZZZ99ZAS794170
SERIAL NO. **141/250**

£250,000 – £300,000

DOCUMENTS
UK V5

Just 3,500 miles from new

Recent major service by Porsche Portsmouth

Featured in Issue 146 of *Total 911* magazine

Rare right-hand-drive example, delivered new to the UK

Nearly fifty years after the 911 was first introduced, Porsche decided to honour its most successful automobile by creating a limited production run of automobiles benefitting from both current Porsche technology and performance and the visual flair of Porsches of yesteryear. That car was the 911 Sport Classic.

Built to RHD specifications for the UK market, this 911 Sport Classic has travelled just 3,500 miles from new. One of just 250 examples produced, the

entire production run was spoken for just 48 hours after its initial reveal, speaking to the Sport Classic's overall desirability. Bestowed with Porsche's iconic ducktail spoiler, inspired by the legendary 911 Carrera RS 2.7 of 1973, the car also boasts Fuchs-style alloy wheels and a Zagato-esque concave roof.

Mechanically, the 911 Sport Classic benefits from the wider Carrera 4S bodyshell and a rear-wheel-drive format. Its specially modified 3,800 cc, four-cam, four-valve, normally aspirated and direct-injected engine is aided by a 'Power Kit' that includes ported and polished combustion chambers, special resonance intake manifold that helps maintain peak power throughout the rev range, and a re-mapped ECU. There is also a new exhaust system and carbon-fibre air-box. These upgrades bring power to 408 bhp, a 23 bhp improvement over the Carrera S.



Power is managed through a traditional six-speed, fully synchronized manual transaxle with a mechanical limited-slip differential. The 911 Sport Classic includes many desirable options as standard, including advanced PCCB Porsche Ceramic Composite Brakes and the very effective PASM sports suspension, which lowers the car by nearly an inch.

Each 911 Sport Classic was finished in the unique shade of Sport classic Grey paintwork with a pair of subtle grey stripes. Inside, the interior, including Porsche's Adaptive Sport Seats, is trimmed in Espresso brown leather with woven leather and fabric seat and door inserts. Grey stripes on the tachometer mimic the exterior colour scheme.

Following a recent major service by Porsche Portsmouth, this Sport Classic is ready to be driven and enjoyed by its next owner. It is accompanied by its original service book, with previous services undertaken by official Porsche centres in Hatfield, Swindon, and in Jersey. Importantly, the car was road-tested and featured on the cover of issue 146 of *Total 911* magazine in an article written by Neil Watson.

Considered to be amongst the most desirable variants of the 997 generation of 911, the Sport Classic is a must-have for the enthusiast of air-cooled 911s, combining the spirit and charisma of 911s of past with the performance and practicality of a modern Porsche.



133

□ † 1994 FERRARI 412 T1

CHASSIS NO. 149

ENGINE NO. 28

GEARBOX NO. 3

£1,400,000 – £1,800,000

DOCUMENTS

Bill of Sale

Offered from the Autobau Collection

The very first 412 T1 built

Driven by Jean Alesi to 3rd place in the 1994 Brazilian GP,
and by Gerhard Berger to 2nd place in the 1994 Italian GP

Ferrari Classiche certified

Accompanied by two spare sets of wheels, external
starter motor, tyre blankets, and jacks





Courtesy of the owner



By the end of the 1993 Formula One season, tempers were fraying at Ferrari. Ten years had passed since their last World Constructors' Championship and some 14 since their last Drivers' title. Perhaps even more perplexing was the fact that three long years had passed without a single Grand Prix victory, a succession of handsome yet temperamental and hopelessly unreliable cars ultimately falling way short of expectations. The combined 1992 and 1993 seasons said it all: From 64 race starts, the Scuderia's cars had reached the finish only 28 times, netting just four 3rd places and one 2nd.

Clearly, change was required, although the popular—if contrasting—driver pairing of Gerhard Berger and Jean Alesi was retained for 1994 to ensure at least a modicum of continuity. Ferrari president Luca di Montezemelo rightly focused on the team's inherent technical shortcomings instead, immediately setting about securing the services of former Ferrari technical director John Barnard and incumbent Peugeot sporting director Jean Todt. Both arrived too late in the year to be able to exert any significant influence over the 1993 season, but Barnard immediately set about designing the 1994 car, while incoming team principal Todt concentrated on restructuring the race team and streamlining some of the notoriously slow Ferrari production and decision-making processes.



Jean Alesi behind the wheel of chassis no. 149 at the 1994 Brazilian Grand Prix, where he finished 3rd.
Courtesy of Motorsport Images

Unlike its radical predecessor, the F93A, the new car—officially named 412 T1, due to its four-valve V-12 engine and transverse gearbox—was broadly conventional in its layout. A longer wheelbase made the car far more forgiving to drive, whilst the replacement of the somewhat ambitious five-valve cylinder heads used the previous year significantly enhanced reliability. The addition of highly rated Austrian designer Gustav Brunner to the design team, coupled with Todt's manifold organisational improvements, led to a newly reactive philosophy within the team, and several significant engineering and aerodynamic updates were forthcoming throughout the 1994 season.

This particular car, the first of eight 412 T1s constructed, was sent to the first round of the 1994 World Championship in Brazil with Alesi nominated to drive. In qualifying, the charismatic French-Sicilian gave a much-needed boost to team morale with a promising 3rd place on the grid—albeit almost one and a half seconds away from the pole-position time set by Senna's Williams and over a second shy of Schumacher's 2nd-placed Benetton. In the race, Alesi made an excellent start to pass Schumacher into the first corner, only to be re-passed by the German on the second

lap. On lap 18 the Ferrari was demoted to 4th by the Williams of Damon Hill, where it would remain for much of the race, although an uncharacteristic spin into the gravel by the erstwhile Senna with only 16 laps remaining handed Schumacher the race win and promoted both Hill and Alesi to 2nd and 3rd, respectively. Although a podium finish was richly deserved, celebrations at the Scuderia were tempered by the fact that Alesi's fastest race lap was almost exactly two seconds off that of race winner Schumacher—and that the wunderkind had managed to lap the entire field in a little over an hour and a half. Clearly there was still much catching up to do.

The mood of cautious optimism at Ferrari persisted throughout the middle part of the season, with the 412 T1 securing seven podium finishes in the next eight races. After a huge testing crash at Mugello, test driver Nicola Larini was drafted in to replace Alesi for the Pacific and San Marino Grand Prixes, the former's 2nd place at Imola—following the deaths of Ratzenberger in qualifying and Senna in the race—representing a rare “good news” story on an otherwise bleak weekend for Formula One. Now benefitting from the new “O43”-specification V-12 engine, with a wider vee

angle and an accompanying increase in power, the returning Alesi took a valiant 2nd place at Silverstone, whilst in the German Grand Prix at Hockenheim, Berger scored the elusive race win in Germany, which the Scuderia had craved for so long.

Having been used as the team's T-car for every grand prix since Brazil, 149 returned to action for the Italian Grand Prix at Monza in September, on this occasion with Berger driving. With Schumacher banned for two races following a black-flag transgression at Silverstone, the remainder of the grid had a chance to capitalise on his absence—which Ferrari most emphatically did with a hugely popular 1-2 in qualifying, Alesi taking pole position to record the Scuderia's first front-row lockout at home in almost 20 years.

In the race, Alesi led away from the start and opened up a ten-second lead ahead of his teammate, only for his first pit stop to bring heartbreak, as his 412 steadfastly refused to select a gear. Despite his mechanics' best efforts, he was out on the spot—*Autosport* supportively commenting that 'his reaction was measurable on the Richter scale'. Following Alesi's retirement, Berger took over the race lead in 149, although a slow pit stop dropped him to 3rd place behind the Williams of Hill and Coulthard. However, a degree of pride was salvaged for Ferrari when, cruelly, Formula One novice Coulthard's car ran out of fuel on the final lap, handing 2nd place to the genial Austrian.

After Monza, 149 was used as a T-car one final time at the Portuguese Grand Prix in late September before returning





to Maranello for retirement. It remained the property of the Scuderia until 2002, when it was sold to its first private owner. It was later purchased by the consignor for display in his private museum in Switzerland through Garage Foitek in 2013. During his ownership, 149 has been maintained in full running order and has been used for a number of track days. It remains immaculately presented and benefits from Ferrari Classiche certification, and its accompanying binder states that it is presently fitted with the early-specification "041" 65-degree V-12 engine. It would doubtless be a very welcome addition to the Ferrari Corse Clienti and other demonstration events to which it is ideally suited.







134

□ 1990 LAMBORGHINI LM002

CHASSIS NO.
ZA9L0000LLA12188

£180,000 – £230,000

DOCUMENTS

Kuwaiti Vehicle Registration Document

Offered from the Youngtimer Collection

One of only 328 examples built

Tasteful *Nero*-over-beige colour combination

Sitting firmly at the intersection of supercars and off-road vehicles, Lamborghini's LM002 was truly a Lamborghini in every sense. Outlandish, wild, and exotic, it quickly found fans worldwide, ranging from militaries to Sheiks, as it could be stripped out for professional use or specified with all the luxuries to which Lamborghini's customers were accustomed.

Anyone with seat time in a Countach would instantly find themselves at home in an LM002. Aside from the obvious addition of rear seats, every surface is covered in wood or leather, and the exhaust note is unmistakably Lamborghini V-12. Feeding the thirsty

V-12 engine is a massive 76-gallon fuel tank, which helped accommodate the 8 mpg fuel consumption. The performance was extraordinary, as the LM002 could complete a 0–60 mph run in just 7.7 seconds, which was incredible considering the LM002's curb weight was 5,720 lb!

Formerly residing in Monaco, this LM002 was acquired from a private owner in France in November of 2013. It was subsequently exported to Kuwait and has remained there ever since. It has remained largely in static storage and rarely been driven, yet it has been regularly serviced and looked after in-house at the current owner's collection.

Invoices from servicing in his ownership show that the car has been driven less than 100 km since the consignor's purchase, and the odometer is currently



showing less than 11,600 km from new. Currently finished in a subtle colour combination of Nero over a beige interior, the car was repainted black prior to the current owner's acquisition, and it was previously painted grey. It is also worth noting that the car is accompanied by LM002 owner's manuals and pouch, including a warranty manual.

With Lamborghini's Urus in full production, it is only natural that LM002 remains in the forefront of the hearts and minds of both the company and its customers alike. Well-kept examples have always been in demand, and this LM002 would be an excellent stablemate to its modern successor.





135

□ 2014 MERCEDES-BENZ SLS AMG GT FINAL EDITION

CHASSIS NO.
WDDRJ7JA5EA011085

£275,000 – £325,000

DOCUMENTS
Kuwaiti Vehicle Registration Document

Offered from the Youngtimer Collection
Single ownership and less than 75 km from new
Virtually as-new throughout, ready to be driven and enjoyed



Unveiled in a twin premier at the 2013 Los Angeles Auto Show and Tokyo Motor Show, the SLS AMG GT Final Edition was commissioned by Mercedes-Benz to celebrate the model's success. A limited-edition model with only 350 units built, consisting of both SLS AMG GT coupes and roadsters, cosmetic upgrades and optional extras were plentiful to increase their desirability. These consisted of a carbon-fibre bonnet with central-air outlet, front splitter, the carbon-fibre rear wing seen on the SLS AMG Black Series, and lightweight forged alloy wheels painted matte black. Production began in March of 2014, with the final example heralding the end of SLS production.

Delivered new in Middle Eastern specifications to its first and only owner, this SLS AMG GT Final Edition is surely one of the lowest-mileage examples in existence, having been driven less than 75 km from new. As such, it presents in virtually as-new condition throughout. Its Imola Grey paintwork and interior trimmed in designo Exclusive quilted leather perfectly suit the character of the car, equal parts subtle yet sporty. Furthermore, it is also equipped with the optional carbon-fibre side mirrors.

At the SLS AMG GT's heart is a 6.8-litre AMG V-8 engine producing 591 bhp at 6,800 rpm, with a maximum torque output of 650 Newton metres at 4,750 rpm. Acceleration is brisk, with a 0-100 km/h sprint time of 3.7 seconds, racing onwards to 200 km/h in 11.2 seconds, and an electronically limited top speed of 320 km/h. The car's performance is managed through Mercedes-Benz's AMG Speedshift DCT seven-speed transmission.







Considering the entirety of SLS AMG production, many consider the Final Edition cars to be the most desirable to own and enjoy, as they tread the line between the subtlety of the regular-production SLS AMGs and the aggressive, track-focused Black Series cars, whilst benefitting from the slight boost in power of the late-production GT models. Having been driven less than 75 km from new, this example represents an incredible opportunity to purchase an as-new SLS some five years after it left AMG's facilities. Poised to be a future classic due to its stunning good looks, incredible performance, and limited production, this would be an astute acquisition for any supercar enthusiast, or the perfect stablemate to a 300 SL Gullwing, the car from which the SLS AMG takes its inspiration.





136

1970 ASTON MARTIN DB6 Mk 2

CHASSIS NO. **DB6MK2FI/4231/R**

ENGINE NO. **400/4570/F1**

£250,000 – £300,000

DOCUMENTS

UK V5

In single ownership for over 30 years

One of just 46 DB6 Mk 2s originally fitted with AE Brico fuel injection; converted to Vantage specification

Reading just 28,275 miles

Manual gearbox, matching numbers

By 1969 Aston Martin was winding down production on the DB6. As attention turned towards the newer, more modern-looking DBS, Aston Martin unveiled a final swan song—the DB6 Mk 2. Mechanically, the Mk 2 was largely unchanged from its predecessor; the Borg & Beck clutch plate was replaced with a 10.5-inch version, and the previously optional power-assisted steering was now fitted as standard. Both the ZF five-speed manual gearbox and the automatic transmission were available, as was Aston Martin's Vantage engine.

Visually, the new Mk 2 benefitted from several DBS components and upgrades whilst distinctively improving the look of the DB6 with attractive flared arches, which accommodated the wider 8.15×15-inch Avon wheels.

Alongside the now-familiar Vantage engine, a new option of Brico fuel injection was offered and fitted to just 46 cars. One of those rare cars is offered here, as confirmed by the build sheet on record. According to correspondence on file from previous owners, DB6MK2FI/4231/R was modified many years ago to the triple-Weber-carburetor full Vantage specification.

The history file suggests this DB6 Mk 2 was purchased new by Robin Hamilton, the famous Aston Martin racing driver notorious for his DBS V8



and Nimrod Group C development. The car passed to a further three private owners until it was discovered by the current family custodians. It was purchased at Hyde Vale by the current owners in 1988 at 26,962 miles.

Although used sparingly by the owner, himself a Rolls-Royce concours judge, invoices on file report repairs to the bodywork, including outriggers and sills, and subsequent consistent upkeep throughout the next three decades in line with the exacting standards of the owner.

Finished in stunning Tudor Green metallic paintwork, the car has had a very recent mechanical recommissioning with all perishable

items being replaced. A service was carried out, replacing all fluids, and the engine has been adjusted to ensure a smooth idle.

A fresh MOT has also been carried out with no advisories to ensure peace of mind for the next owner, along with a new battery and four new 72-spoke MWS chrome wire wheels and correct Avon 205VR15 tyres.

The engine bay presents in good order, and the interior is in superbly original condition, in keeping with a well-cared-for, low-mileage example.





137

1998 PORSCHE 911 CARRERA RSR

CHASSIS NO.
WPZZZ99ZWS398020
ENGINE NO. **62P85805**

£430,000 – £480,000

DOCUMENTS

Bill of Sale

Campaigned in the Speedvision World Challenge GT Championship

Four owners from new

The 20th of 30 911 Carrera RSRs built in 1998

Believed to be the last example sold to the U.S.

Fully restored to original condition



Constructed by Porsche's Competition Department in 1998 as one of 30 Carrera Cup 3.8 racers, this car is believed to be the 20th in that series and the last to be shipped to the United States. This car left the factory wearing Grand Prix White with black leatherette upholstery and was equipped with a Premier fuel cell, two deep Recaro competition seats, Shroth six-point racing harnesses, and three sets of BBS modular centre-lock wheels. This series was factory-equipped with a normally aspirated 3,746 cc engine with VarioRam that was rated at 310 hp, but many marque experts say that was a very conservative figure.

Mr George Biskup of Naperville, Illinois, ordered his Cup car new through Porsche Motorsport North America with the intent of entering the 1999 SCCA Speedvision World Challenge GT Championship.



The car was transported via air freight to Chicago, where Biskup took delivery on 5 August 1998. After winning several SCCA Club events in 1998, Biskup prepared the car for the Speedvision series. Biskup and his RSR-spec Cup car proved very competitive; over 10 races across North America, he scored four podiums, set the fastest lap at Mosport, Canada, and led at Laguna Seca in California, finishing 3rd overall in season points and winning the World Challenge GT series' Red Line Oil 'Rookie of the Year' honors. That year Porsche also managed to clinch the GT manufacturers' championship for the series, a victory which was

certainly assisted by Biskup. At some point during the season, the car came off the track and backed into a wall, sustaining minor tub damage at the rear, which was subsequently repaired.

Biskup then sold the car to Daniel Eastman of Miami, Florida, on the day after Christmas 1999. Eastman raced the car in the same series over the next three seasons, entering 17 contests. The car then passed to Southern Californian Albert Loredo, who prepared and ran the car in numerous club racing events. Loredo modified the car to GT2 RS appearance with extensive use of carbon-fibre



Daniel Eastman (#18) leads Peter Cunningham's Acura NSX SC at the 2001 Laguna Seca Speedvision World Challenge.
Courtesy of Daniel Eastman



body panels and a large Crawford 'Banana' rear wing. The engine was upgraded by Porsche Motorsports North America with Tielert slide-valve injection to develop 400 hp.

When Mr Loredo offered the car for sale in 2010, he stated that the car was very competitive and had won sprint races and enduros regularly, mostly class wins and some overall victories. The car also ran in Viper Club track days, where it proved highly competitive as well. Following its sale, the current owner embarked on a lengthy restoration to original specification.

This immaculate Carrera Cup RSR presents today in near-perfect, factory-delivered condition, wearing fresh Grand Prix White paint throughout. The car retains its original engine and is presently fitted with a replacement gearbox prepared by renowned Oregon

race shop Rothsport, but the original unit accompanies the sale. The body shell is fitted with bolt-on fender extensions that cover correct BBS centre-lock modular wheels with gold centres and polished rims. The Matter-caged interior is pristine, fitted with a single Recaro 'pole position' racing seat and new Shroth harness set, a FireSense extinguisher system mounted on the passenger-side floor, and controls for the adjustable front anti-roll bar adjacent to the driver's seat. The engine compartment is equally clean, the wiring cover bearing a Porsche Motorsport label. The well-detailed front luggage bay houses a large endurance-size fuel cell.

Ready for show or a return to the track, this very special and very potent Carrera Cup 3.8 is certain to delight its next owner.





138

1984 FERRARI 512 BBi

CHASSIS NO.
ZFFJA09C000050357
ENGINE NO. **00881**

£200,000 – £220,000

The 33rd of only 37 UK-supplied RHD Ferrari 512 BBis

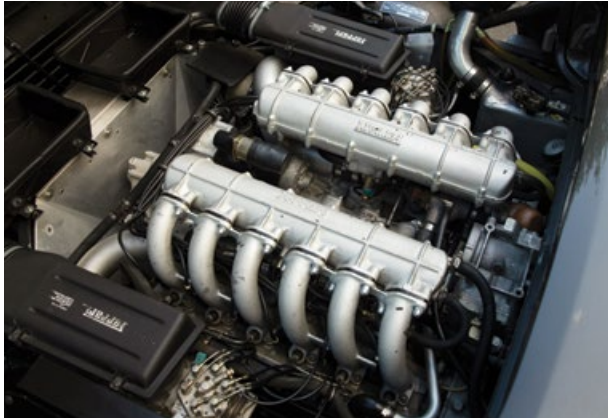
Retains its original engine

Just 34,000 miles from new



Introduced in 1981 as an upgrade of Ferrari's carburetted 512 BB, the 512 BBi was Ferrari's last variant of the famed Berlinetta Boxer, which started in 1973 with the 365 GT4 BB. Powered by the Tipo F110A 4,943 cc flat-12 engine, the BBi was mechanically identical to its predecessor with the exception of Bosch K-Jetronic mechanical fuel injection replacing the Weber 40IF3C carburettors.

Power output was rated at 335 hp, and the car differed from its predecessor for a new design of the rear air vents and a slightly larger overall width, which was increased from 1,508 mm to 1,572 mm. Also, new wool Zegna central seat inserts were made available as an option. In total, between 1981 and 1984, 1,007 512 BBis were produced before being replaced by the iconic Testarossa. Of those cars, just 42 were destined for the UK.



According to information supplied by Tony Willis and the Maranello Concessionaires Archive, chassis number 50357 was completed by Ferrari in March of 1984, finished in a stunning colour combination of *Azzuro* metallic (505/C) over a *Crema* (VM 3997) interior with a blue (VM 3282) dashboard, piping, and carpets. It was originally ordered by Maranello Sales but subsequently sold by Stratton Wilmslow. Only 37 RHD 512 BBis were delivered new to the UK, and chassis number 50357 is the 33rd.

Stunningly presented in grey paintwork with the desirable black-painted boxer lower trim, the interior is trimmed in two-tone

red-and-grey leather, beautifully complementing the car's exterior. Importantly, it retains its original toolkit, manuals including service book, a history file documenting service work, MOTs, and previous ownership throughout its life, which confirms the car's 34,000 miles currently showing as original.

Considered by many to be one of the most iconic Ferraris of the late 1970s and early 1980s, the 512 BBi can still keep up with modern performance cars of today, and this example would leave its next owner wanting for nothing.



139

□ † **2006 MASERATI MC12 GT1**

CHASSIS NO.
ZAMDF44B000024053

£1,800,000 – £2,300,000

DOCUMENTS

Bill of Sale

Offered from the Autobau Collection

Purchased new and actively campaigned
in GT1 events by its current owner

Finished 14th overall and 3rd in GT1 Class
in 2007 ALMS Road America 500

Finished 19th overall and 2nd in GT1 Class in
2007 ALMS Petit Le Mans at Road Atlanta

Eligible for Masters Endurance Legends and
Endurance Racing Legends events

After decades of under-investment, Maserati's takeover by Ferrari in 1999 heralded an exciting new era for the Modenese firm, as well as the reintroduction of the illustrious name to the international motor-racing arena after an absence of almost four decades. The liberalisation of the FIA GT Championship regulations in 2004 was to the advantage of small-volume supercar manufacturers, and the decision was taken to produce 50 Maserati MC12 Stradales—utilising







Courtesy of Ralph Steckelbach

the Ferrari Enzo chassis and engine as its basis—to enable the homologation of the MC12 GT1 racing variant.

The GT1 featured a sequential gearbox in place of the Stradale's semi-automatic unit and a 31.2 mm air restrictor as required by the rules, and it was some 250 kg lighter than its road-going counterpart. It was an immediate success, scoring its maiden FIA GT Championship win in only its second race and securing both Drivers' and Teams' crowns every year from 2006 until 2010. A Maserati Corse-entered version had contested the 2005 American Le Mans Series, although it had not been eligible to score championship points due to an ongoing dispute surrounding its homologation.

This particular car, chassis no. 24053, was delivered new to the current owner in November 2006 and was completed to GT1 specification. As a Ferrari customer of long standing—having previously campaigned examples of Maranello's magnificent 333 SP on both sides of the Atlantic for many years—the owner was assigned 'ultra-customer' status by the company and was accordingly offered the opportunity to purchase an MC12 GT1.

Having achieved considerable success in both Sports Prototype and GT racing for more than three decades, he was a vastly experienced driver and exactly the sort of privateer at which the MC12 GT1 was aimed. Supported by his longtime co-driver Didier Theys—himself twice a winner of the Daytona 24 Hours and a three-time Le Mans podium finisher—the car was earmarked for use in selected rounds of the 2007 American Le Mans Series (ALMS) alongside the pairing's parallel programme in the European Le Mans Series (ELMS) with an LMP2 Lola-Judd. The Maserati would be prepared by Kevin Doran and his eponymous Ohio-based Doran-Lista Racing operation.

The ALMS catered for both Sports Prototypes and GT cars—sub-divided into LMP1 and LMP2, and GT1 and GT2 classes, respectively—although the team's focus was on being competitive within the GT ranks, as overall victory would not be a realistic possibility given the lighter weight and superior aerodynamics of the prototype cars. Regrettably, the team's arrival coincided with a paucity of entries in the GT1 class; indeed, the 2007 series would only see five GT1 cars compete across the entire season. That said, one constant was the presence of the pace-setting

Works Corvette Racing team, who would provide a meaningful benchmark against which the Doran-Lista squad could measure themselves.

Due to the congested nature of their season, the MC12 was not used until the Road America 500 in August, held at the legendary Elkhart Lake track in Wisconsin. Not unexpectedly, the team qualified 3rd (and last) in Class behind the two Works Corvettes, although Theys's best lap was only a second slower than the lead Magnussen/O'Connell C6R and just over nine-tenths of a second slower than the sister car of Oliver Gavin and Olivier Beretta. Superior fuel consumption and race strategy ensured that the LMP2 Penske Porsche Spyder took overall victory, although a thunderstorm led to over an hour of the race being run behind the safety car. In GT1, the Corvettes finished 1-2, the Doran-Lista MC12 having put in a solid performance to finish 14th overall and

3rd in Class, only three laps down on the class-winning Beretta/Gavin car.

The MC12's second and final outing was at the ALMS's flagship Petit Le Mans race at Road Atlanta in early October. On this occasion, a new driver for the car was Andrea Bertolini, who—as chief test driver of the MC12 project and reigning FIA GT champion—could not have been better qualified for the role. Once again, the Works Corvettes were the only GT1 opposition, but a mighty performance in qualifying ensured that it was 24053 which took the class pole by almost a second from the Magnussen/O'Connell/Fellows C6R, with the sister car of Gavin/Beretta/Papis a further two-tenths back.

The race itself was memorable for witnessing the closest finish in ALMS history, the LMP1 Audi R10 of Capello and McNish



*The MC12 at speed during the 2007 ALMS Petit Le Mans.
Courtesy of Motorsport Images*



The MC12 during a pit stop at the 2007 ALMS Petit Le Mans at Road Atlanta.
Courtesy of Motorsport Images



defeating the Bernhard/Dumas/Long Penske Porsche by less than one second after almost 1,000 miles of racing. An early crash had eliminated the lead Corvette from the GT1 battle after only 15 laps, although a similar fate would befall the Doran-Lista car in the final hour to leave the Gavin/Beretta/Papis Corvette with an untroubled class victory and a highly impressive 9th place overall. Although they were not running at the finish, the Maserati team had covered sufficient distance to be classified as a finisher in 19th place overall and 2nd in GT1.

Following its Petit Le Mans accident, 24053 was rebuilt by Doran Racing, and in late 2008 it was shipped from the USA to the consignor's private museum in Switzerland, where it has resided ever since.

This highly significant Maserati is presented exactly as it last raced, right down to the Petit Le Mans scrutineering decal still affixed to the roll cage. It is supported by an extensive history file, including the original purchase agreement, importation documents, and homologation papers, and is one of only two MC12 GT1s believed to have competed in the ALMS. Arguably one of the most charismatic GT cars of recent times, its participation would undoubtedly be welcomed by the popular Trans-Atlantic Masters Endurance Legends series and Endurance Racing Legends events, for which it is eligible and eminently suited.



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†1989 JAGUAR XJR-11

CHASSIS NO. 590

£1,050,000 – £1,250,000

DOCUMENTS

Bill of Sale

One of three examples built during the 1989 and 1990 seasons

Three podium finishes during the 1990 season

Gently used and fastidiously maintained by a handful of respected private racing collectors in the UK

Ideal for use at Jaguar celebratory meets and Group C vintage racing events

A sensational Jaguar sports prototype epitomizing the brilliant engineering of TWR's successful XJR race cars



Some of the most advanced race cars in motorsport history have remained overlooked because they suffered from unfortunate timing, paling in importance because they metaphorically collided with a slightly better competitor, or were made obsolete because of sanctioning body rule changes. Such is the case with Jaguar's potent XJR-11, developed by competition partner Tom Walkinshaw Racing (TWR) for use during the 1989 and 1990 Group C seasons, hot on the heels of the XJR-9's phenomenal 1988 season, highlighted by a victory at the 24 Hours of Le Mans and clinching the drivers' and manufacturers' championships for sports prototypes.



Testing commenced in January 1989, and in May the IMSA-specified XJR-10 debuted at Lime Rock. Despite being developed first, the 3.5-litre XJR-11 did not appear until July 1989, when the first two cars were entered at the Brands Hatch 480 KM. The coachwork was finished in the unique purple-and-yellow livery of the Silk Cut cigarette sponsorship, which continued from the XJR-9. Chassis number 189 finished in 5th place, while the featured car, originally born as chassis no. 289, was forced into early retirement with distributor issues, driven by Davy Jones and Alain Ferté.

Chassis number 289 next appeared at the Nürburgring in late August 1989, where John Nielsen and Andy Wallace finished 5th. Teething problems continued over the Jaguar's next two outings, with DNFs recorded at Donington in early September and at Spa two weeks later.

Late in the 1989 season, future Ferrari F1 technical director Ross Brawn was hired to consult on design development, and a third car (chassis no. 490) was built with a wider track. Simultaneously, new mechanical developments such as Bosch fuel management and carbon ceramic brakes were introduced to the first two cars.

During the first half of 1990, chassis no. 289 finished 4th at Monza in late April while driven by Wallace and Jan Lammers, and the two drivers formed the second half of a 1-2 finish at Silverstone in late May (in the XJR-11's most complete performance). From this race forward, the car assumed a new chassis number, as chassis no. 590, in what was a regular redesignation practice by TWR.





The XJR-11 of Jan Lammers and Andy Wallace holds it own against the highly successful Mercedes-Benz C11.
LAT Photographic



Andy Wallace and Jan Lammers drive No.4 at the 1990 Donington World Sports Prototype Championships.
Courtesy of Martin Lee

Wallace and Lammers drove chassis number 590 to another 2nd-place finish at Spa in early June and finished 4th at Dijon in late July. The pair achieved 4th again at the Nürburgring in mid-August. By this point, the car had been renumbered yet again by TWR as chassis number 1290, and Wallace was joined by Jones for the season-ending race in Mexico, returning to the podium with a 3rd-place result.

With the twelve-cylinder XJR-12 winning Le Mans in June 1990, and the XJR-14 under development for 1991, the XJR-11 was essentially retired from Group C competition, sure to no longer be competitive under 1991 FIA rule changes forbidding turbocharging. The model continued to see action for one more

season, however, with TWR entering two of the cars under the Suntec banner in the 1991 Japanese Sports-Prototype Championship. The car was renumbered back to 590, the chassis number it retains today, and became a secondary support car for chassis no. 490, never actually participating in any of the five Japanese races that TWR entered.

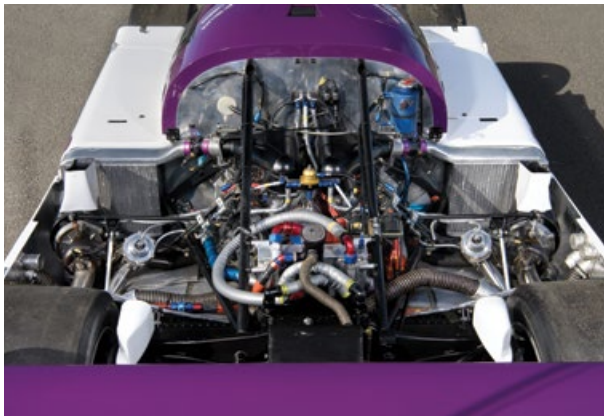
After being shelved by TWR for most of the 1990s, this XJR-11 was sold in the later part of the decade to Paul Spires, the esteemed president of Aston Martin Works, who entered the car in a handful of Group C celebratory events, including a June 1999 event at Donington. Acquired shortly thereafter by XJ220 specialist Don Law Racing, the XJR-11 occasionally appeared at subsequent

events highlighting Group C and Jaguar prototype race cars while being fastidiously maintained in the original Silk Cut livery. More recently sold to the consignor, this fabulous XJR-11 is one of only three examples built and one of two produced in the original 1989 configuration.

By the end of its competitive career, the XJR-11 participated in an incredible 13 races between 1989 and 1990, of which the accomplished driver Andy Wallace drove in 12. Having spent so much time behind the wheel, Wallace remembers the car quite

fondly and remarked on how the advanced model was eclipsed only because of the timing of its appearance. 'The [XJR-11] was actually a massive step forward on the V-12 Jags,' Wallace concluded. 'It was a great car, but it just happened to coincide with one of the greatest sports cars ever, the Mercedes C11.'

The engineering link between the marque's two most recent Le Mans-winning models, this XJR-11 would make a superlative addition to any group of prototype competition cars, as an ideal acquisition for the consummate race car collector or Jaguar specialist.





141

2011 FERRARI 458 GT3

CHASSIS NO. **3212**
ENGINE NO. **2248144**

£150,000 – £180,000

DOCUMENTS

Bill of Sale

Offered from the collection of David I. Mason O.B.E.

**Winner of the 2016 Britcar GT Class 1 Championship,
2017 and 2018 Britcar Sprint Class 1 Championships**

**Formerly campaigned by AF Corse and
Mtech Racing with British GT wins**

The Ferrari 458 GT3 was launched in 2011 and superseded the F430 GT3, which had achieved over eighty class victories between 2006–2013. Like its predecessor, it was developed as a ground-up racing car and built in collaboration with Michelotto Automobili, the same factory-endorsed organisation responsible for countless racing Ferraris as well as the development of the 288 GTO and F40.

The engine is a bespoke 4.5-litre V-8 built for motorsport purposes, with only the engine block carried over from the road-going 458 Italia.

It produces 550 bhp at 9,000 rpm, with 550 Nm of torque with GT3 specification restrictors in place and over 600 bhp without them. Power is channelled through a Hewland MLS six-speed sequential gearbox with steering-wheel-mounted paddles and Hewland's 'Paddle Shift' gear-change system. The entire transmission weighs just 66 kg and, like the rest of the car, is an exercise in weight saving; the bodywork is nearly all carbon fibre and features the fully race-optimised aerodynamic package, including a colossal rear wing and diffuser at the rear and splitter at the front. A lightweight aluminium chassis, MR630 Technomesh forged Motegi racing wheels and Lexan polycarbonate glazing complete the package and together reduce kerb weight to just 1,250 kg. It is thus over 200 kg lighter than the road-going variant, with immeasurably more downforce and mechanical grip.

As with all racing Ferraris, the 458 GT3 was expected to be a potent package, and so it proved with an endless list of wins, the most notable of which are six victories in the 24 hours of Spa as well as Pro-Am victories in the Blancpain Endurance Series in 2011, 2012, 2013, 2014, and 2015.

This particular 2011 example has a rich racing history with notable victories at Spa and Nürburgring and podiums in the British GT Championship from 2011 to 2014, along with the 2012 Blancpain Endurance Series and 24 Hours of Spa. During this time it was campaigned by AF Corse and Mtech Racing with Ferrari factory

drivers Matt Griffin and Alessandro Pier Guidi. More recently, it was successfully campaigned by the current owner in the Britcar Championship, where it won the 2016 GT Class 1 Championship, 2017 and 2018 Sprint Class 1 Championship. It is appropriately painted in its factory colour of Rosso Corsa and is fitted with a passenger seat, Multimatic DSSV three-way adjustable dampers, and a VBox lite data-logging and video system. It also benefits from having been updated in accordance with the 2014/2015 regulation change and has been fastidiously maintained by marque experts FF Corse of Silverstone, who have ensured the car is in fine fettle and ready to be raced by its next owner.



The Ferrari 458 GT3 at Donington Park National.
Courtesy of Stevie Borowik



The 458 GT3 on track at Snetterton.
Courtesy of Stevie Borowik



FERRARI 458 GT3 WHEELS AND TYRES

142

This lot includes three sets of wheels and tyres for a Ferrari 458 GT3. This consists of two sets of wheels with slick tyres (one set used, one new), and one set of wheels with used wet tyres.

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



143

2011 FERRARI 458 CHALLENGE

CHASSIS NO.
ZFF71NXX000179912
ENGINE NO. **171095**

£95,000 – £120,000

DOCUMENTS
Bill of Sale

Offered from the collection of David L Mason O.B.E.

Overall winner of the 2014 & 2015 Britcar
Endurance Championships

Upgraded with the FF Corse Evo 2 kit

The Ferrari Challenge series was launched in 1993 as a way of giving amateur drivers the opportunity to experience the thrill of motor racing on some of the most iconic circuits around the world with dealership and factory support. It has grown into a global programme with separate series in the UK, Europe, North America, and Asia Pacific and remains the longest-running single-marque racing series in existence.

To date there have been six 'Challenge' models, and the 458 Italia Challenge was the fifth offered by Ferrari for the series, replacing the 430 Challenge which had been campaigned since 2007. Much like its predecessors, the 458 Challenge was largely based upon its road-going sibling, the 458 Italia, albeit with a plethora of optimisations for use on the track.

Conspicuously and perhaps in recognition of just how potent the road car was, the 4.5-litre, naturally aspirated V-8 engine remained largely untouched, still producing 570 bhp at 9,000 rpm. Only minor tweaks to the gear ratios and recalibration of the dual-clutch F1 gearbox were deemed necessary for

the track version, and even then only to improve low-range torque to improve drivability on the circuits.

However, significant changes were made to the chassis, bodywork, and interior of the car. To begin with, the car was put on a serious diet, with the thickness of the aluminium bodywork reduced and in certain areas replaced with carbon-fibre panels. In addition, the glass windows and windscreen were replaced with polycarbonate alternatives. Complementing the weight savings were changes to the suspension setup of the car. Stiffer, shorter springs and light alloy dampers replaced their road-going counterparts and permitted a lowering of the car by two inches.

At the same time, solid steel motorsport bushings took the place of conventional rubber items and lightweight 19-inch forged wheels wrapped in Pirelli slick tyres completed the entirely track-focused configuration. The effect of the changes was summed up by *Road & Track* when they back-to-back tested the 458 Italia and 458 Challenge in 2011: 'Put simply, stepping out of a 458 road car and into the Challenge car seems like a totally different world...this is an all-business race car.'

The 458 Challenge was also the first in the series to offer drivers the assistance of F1-Trac stability control, with three modes permitting progressively more traction-control assistance from



The 458 Challenge at Spa-Francorchamps in June 2014.
Courtesy of Stevie Borowik

the onboard electronics to aid less experienced drivers in low-grip conditions. Naturally, the interior is an entirely no-frills affair—fully stripped out with fixed racing bucket seats, six-point harnesses, FIA-approved roll cage, and a digital instrument cluster.

This particular example has one of the richest racing histories of any 458 Challenge, having won the overall 2014 and 2015 Britcar Endurance championships at the hands of the owner and

Calum Lockie, the only car to have ever won back-to-back Britcar championships; astonishingly, its first championship was won by a single point. It also benefits from having been run and maintained by marque experts FF Corse of Silverstone and features the 2014 FF Corse Evo 2 kit and respective aerodynamic upgrades. It is offered for sale freshly prepared for its next owner to enjoy, and it would make a fantastic addition to a collection focussed on Challenge Ferraris or as an entrant into club racing.



The 458 Challenge at Oulton Park in August 2014.
Courtesy of Stevie Borowik



FERRARI 458 CHALLENGE WHEELS AND TYRES

144

Presented here is a set of three wheels and tyres for a Ferrari 458 Challenge. This consists of two sets of wheels with used slick tyres, and one set of used wets.

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



145

2007 FERRARI 599 GTB

CHASSIS NO.
ZFFFD60C000153690
ENGINE NO. **117525**

£85,000 – £110,000

DOCUMENTS
UK V5

Offered from the collection of David L. Mason O.B.E.

Finished in quintessential *Rosso Corsa* over *Cuoio* leather

Delivered new to Singapore and
currently registered in the UK

Includes numerous carbon-fibre options

The Ferrari 599 GTB replaced the 575M Maranello as Ferrari's flagship two-seat V-12 front-engined GT offering when it was launched in 2006. Whereas the 575M had been very much an improvement exercise on the 550 Maranello, the 599 GTB was a completely clean sheet design that marked a departure from the more analogue attributes of the Daytona and 550/575M and announced Ferrari's intention to digitalise the modern V-12 supercar.

Power came courtesy of a variant of the Tipo F140 V-12, which had been launched in 2002 in the

back of the Enzo. In the 599 GTB it produced 612 bhp and 448 foot-pounds of torque, both record figures at the time for a normally aspirated series production V-12, and its combination with the F1 Superfast transmission equipped the car with a top speed of 205 mph and a 0–124 mph sprint of 11.0 seconds. Keeping the gargantuan power in check was Ferrari's new traction control system, 'F1-Trac', which was controlled via the steering-wheel-mounted manettino switch. The same switch also controlled the new computerised hyper-responsive magnetorheological semi-active dampers, which could be tailored on demand to fit the desired driving scenario.

The 599 GTB was more than just a 'Top Trump' exercise or a collection of dazzling numbers. For the first time in a Gran Turismo Berlinetta, Ferrari elected to construct the car around an

aluminium chassis rather than using tubular steel, as it had done before, which not only improved torsional stiffness, but also dramatically lowered kerb weight. Aerodynamics were also pursued to a level that had been the reserve of track cars, let alone GTs with underbody venturi tunnels and flying-buttress C pillars to guide and channel air onto a rear wing.

With such potent ingredients, it is of little surprise that the 599 GTB was an instant success, equally able to whisk occupants across Europe with minimal fuss or to show an F50 a clean set of exhaust pipes around Fiorano.

This example was first delivered to Singapore in 2007, as evidenced by the Ferrari 60th Anniversary badge, where it was looked after solely by the official Ferrari dealership there, with eight annual stamps in the service book. In 2016 it was imported to the UK and benefitted from a service at Dick Lovett Ferrari in April of that year at 45,055 km; most recently it has received an annual service from Ferrari specialists Keys Motorsport. Specified in the classic combination of *Rosso Corsa* with *Cuoio* leather interior, it presents in very good condition inside and out and is a testament to the care bestowed upon it by its current and previous keepers. It also benefits from extensive optional



extras, including the coveted Carbon interior 1 and Carbon interior 2 packages, which set it apart from the majority of 599s and combine to make the cabin very special indeed.

The 599 GTB emphatically raised the industry benchmark of the front-engined grand tourer class, and it is little surprise that *Evo* magazine anointed it as their car of the year in 2007, proclaiming, 'There isn't another GT that comes close to matching the exceptional breadth of the 599 GTB's ability, nor the richness of the experience.'





146

○ 2018 FERRARI 488 CHALLENGE

CHASSIS NO.
ZFF87EXX000236437

£180,000 – £230,000

DOCUMENTS

Bill of Sale

Offered from the collection of David L Mason O.B.E.

Competed in seven races in 2019, Fastest
Lap in Class for every race

Prepared by FF Corse

The Ferrari 488 Challenge is the latest car specifically built for the marque's single-make series. Similar to the Challenge-specification variants of the 348, F355, 360, F430, and 458, it is based largely upon the road-going version of the 488, albeit sprinkled with upgrades and lightweight materials to make it suitable for sustained track use and racing. With every iteration, Ferrari has pushed the limits on what it considers to be a suitable package for the amateur driver, and with the 488 Challenge it has taken this mentality to the extreme, producing

a car that is four seconds quicker than a LaFerrari around Fiorano, but suitable even for beginners to learn their race craft.

Beneath the polycarbonate engine cover lies the familiar 3.9-litre turbocharged V-8 from the 488 GTB, capable of 660 bhp and a colossal 895 Nm of torque. For the Challenge, however, it is fettled with lightweight and strengthened components that together bring a 19.7 kg weight savings over the road car. Shorter gear ratios in the F1 DCT transmission are also used to give the car a more accelerative nature, and remapping to the on-board traction and stability systems (Slip Angle Control, in Ferrari parlance) has allowed Ferrari's engineers to separate the manettino-controlled functions onto two switches, rather than one, to give drivers more control over the dynamic behaviour of the car.

Externally, a massive carbon-fibre rear wing from the 488 GTE dominates proceedings, with lower side skirts, a new bonnet, and a reprofiled nose section completing an aerodynamic package that creates 10% more downforce than its predecessor, the 458 Challenge Evo. Other details include lightweight plastic panels for the main windows and the removal of the quarter window to make way for a race-spec fuel cap.

Internally the car is unrecognisable from the road-legal version; gone are the standard centre console, seats, dashboard, door panels, carpets, and trims, all replaced by a fully stripped-out motorsport cabin with integrated roll bar, fire-extinguishing system, racing steering wheel, and fixed racing bucket seat.

This Rosso Corsa 488 Challenge was delivered in 2018 to Mr David L Mason O.B.E. and has been used sparingly since, accumulating less than 5,000 km. It is fitted with the optional passenger seat, upgraded front dampers, car-to-pits radio system, and a V Box HD2 for data logging and video analysis. It has already proved itself to be very competitive in the hands of the current owner and Ross Wylie, achieving Fastest Lap in Class in all seven of the Britcar races it competed in, along with a podium, pole position and four class podiums. It presents in immaculate condition inside and out and has been prepared by FF Corse to be ready for its next owner to enjoy and race in whichever series he or she may decide upon.

This is a fantastic opportunity to acquire the ultimate gentleman racer's Ferrari.







FERRARI 488 CHALLENGE WHEELS AND TYRES

147

Offered here are six sets of centre-lock wheels with tyres for a Ferrari 488 Challenge. This consists of two sets of wheels with wet tyres (one set new, one used), two sets of wheels with racing slicks mounted (one set new, one used), and one additional set of wheels, three of which are fitted with slick tyres.

£30,000 – £40,000

OFFERED WITHOUT RESERVE



FERRARI 488 CHALLENGE SEATS

148

This lot consists of two brand-new and unused seats for a Ferrari 488 Challenge.

£5,000 – £10,000

OFFERED WITHOUT RESERVE



149

2002 FERRARI 575M MARANELLO

CHASSIS NO.
ZFFBT55B000129838
ENGINE NO. **70747**

£65,000 – £80,000

DOCUMENTS

UK V5

Offered from the Collection of David L. Mason O.B.E.

German-delivery example

Accompanied by its original manuals and service book

Includes a set of Pirelli Sottozero winter tyres

The 2002 Geneva Motor Show marked the unveiling of the Ferrari 575M Maranello, and despite almost identical aesthetics to its predecessor, the 550 Maranello, the 'M' or 'modificata' badge signified improvements that were far more than just a name change.

The powertrain was fettled by enlarging the engine from 5.5 to 5.75 litres, which increased power and torque to 508 bhp and 434 foot-pounds of torque respectively, permitting a top speed in excess of 200 mph. Perhaps more significant, however, was that the 575M was offered with a six-speed F1-style semi-automatic transmission, which not only gave drivers the full F1 experience, but also trimmed the benchmark sprint to 60 mph to just 4.1 seconds.

The improvements were not limited to the powertrain, either. Revised active dampers improved the

handling, new xenon projector headlamps improved low-light visibility, and on the inside, the cabin, cockpit, and instrument binnacle were thoroughly modernised in the pursuit of creating the ultimate 21st-century super grand tourer.

This particular car was delivered to its first owner in Germany in October 2002. It presents in beautiful condition in the traditional specification of *Rosso Corsa* with *Nero* leather interior and matching *Nero* carpets. Its service book evidences a lifetime of care and attention and is fully stamped according to the Ferrari service schedule. During its time in Germany, it was always looked after by Tamsen (now Penske) Ferrari in Hamburg, and since coming to the UK, it has benefitted from a cambelt change at Maranello Egham at 41,717 km and a further annual service at 44,316 km in 2016 by a Ferrari specialist at Silverstone.

It is accompanied by its full set of handbooks, keys, and tools, as well as a complete set of Pirelli Sottozero winter tyres. This car is a fine addition to a collection, equally suitable for quick weekend drives or one of the ultimate ways to cross the continent.



1976 MASERATI KHAM SIN

COACHWORK BY BERTONE

150

Rare RHD example, delivered new to the UK

Recent re-commissioning with receipts totaling £29,461.40

Like its sisters, the Khamsin was named after winds—one that blows from the southeast across Northeast Africa and the Arabian Peninsula. Maserati's penchant for using such names proved apropos, as its cars were able performers in contemporary road tests. The Khamsin, an elegant 2+2 designed by Bertone and first shown at the 1973 Paris Motor Show, was the final Maserati introduced while the firm was under the control of Citroen.

Mechanical specs were similar to the Ghibli; it was fitted with a 280 bhp, 4,930 cc DOHC V-8 engine managed via a ZF 5-speed manual transmission (or optional Borg Warner automatic), propelling the car to a top speed of 270 km/h. Unique, however, was its unitized body construction in place of a tubular chassis and, for the first time on a front-engine Maserati, independent suspension all around. Citroen's hydraulic technology

was used to power the brakes and steering as well as to raise the concealed headlamps.

In total, just 430 Khamsins were produced, including this right-hand-drive example finished in *Grigio Metallizzato* highlighted by a *Senape* leather interior. Built on 16 May 1975, it was first delivered to the United Kingdom, and today the odometer shows little more than 24,500 km. Early in its history, it was purchased from MTC in London and routinely serviced by them as well as by Bill McGrath until it was laid up in 1993.

Receipts totaling £29,461.40 for parts and labour dated 9 August 2019 by McGrath Maserati, a copy of the nine-page invoice exhaustively detailing the recommissioning of this Khamsin, is available for inspection. Unusually, it was fitted from new with a tow bar along with a stainless-steel exhaust system, the only known deviations from factory specs. It is offered with assorted MTC correspondence, instruction manual, parts list, MOT test certificate valid until August 2020, and Swansea V5 registration document.

CHASSIS NO. **AM120 335**
ENGINE NO. **AM115/10/49 335**
BODY NO. **500165**

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

DOCUMENTS
UK V5



151

□ 2009 MERCEDES-BENZ SL 65 AMG BLACK SERIES

CHASSIS NO.
WDB2304791F154550

£180,000 – £220,000

DOCUMENTS

Kuwaiti Vehicle Registration Document

Offered from the Youngtimer Collection

Less than 950 km from new

One of only 350 examples produced

As the flagship of the R230 generation of Mercedes-Benz's SL, the SL 65 AMG sat in an enviable position. Bestowed with an AMG-tuned 6.0-litre V-12 twin-turbocharged engine, it offered twelve-cylinder performance that rivalled competition from the likes of Bentley's Continental GTC and the Ferrari California. The ideal autobahn cruiser, the SL 65 AMG was the industry gold standard for luxury convertibles and could easily serve as a daily driver should its lucky owner so desire, perfectly balancing performance and comfort.

Looking to up the performance ante towards the end of the R230's production run, the engineers at AMG decided to put the SL 65 on a diet and see how much performance they could extract from their flagship offering. Dubbed the SL 65 AMG Black Series, this new car shared only the doors and side mirrors with its donor. The car's hard-top convertible roof was replaced with a fixed roof, and all body panels were replaced with new carbon-fibre-reinforced plastic panels. The boot lid received a massive rear spoiler. Overall, the Black Series was an incredible 4.5 inches wider at the front and 4.1 inches wider at the rear, giving the car a much more menacing stance.

This particular SL 65 AMG Black Series presents beautifully, finished in the quintessential Paladium Silver over a Black Nappa interior trimmed in both



leather and Alcantara. Showing less than 950 km from new, it goes without saying that it is in exceptional condition both inside and out. Built to European/R.O.W. specifications, as this car is, the SL 65 Black Series shed 340 pounds over the SL 65 AMG through the prolific use of carbon fibre, removing the side airbags and the standard electronic braking system, and fitting lightweight racing seats.

With 661 bhp and 738 foot-pounds of torque on tap, making this the most powerful Mercedes-Benz ever produced at the time, it goes without saying that the SL 65 AMG Black Series is an absolute blast to drive. Having been driven less than 950 km from new, this is an incredible opportunity to acquire a virtually as-new Black Series for the individual that missed out on acquiring one new a decade ago.





152

1985 LANCIA DELTA S4 RALLY

CHASSIS NO.
ZLA038AR000000202

£725,000 – £800,000

DOCUMENTS

Bill of Sale

One of only four Delta S4s to win a World Rally Championship event

Winner of the 1985 RAC Rally, the Delta S4's first competitive event as a model

Used as a T-car on the 1986 Monte Carlo Rally, the Swedish Rally, and Rally Costa Smeralda

Immaculately restored to original specifications

Abarth Classiche-certified

Few if any motorsport formulae can match the sheer drama and excitement of the controversial Group B Rally era, one which brought hitherto unseen levels of supercar performance to the special stages. Although the formula only existed for four years, its impact on both the sport and the wider consciousness was wholly disproportionate.



Having won only one round of the World Rally Championship in 1984 with its ageing two-wheel-drive O37, Lancia opted to develop a replacement for the final round of the 1985 Championship onwards. Dubbed the Delta S4, the new car bore a distant resemblance to its road-going counterpart; although, in predictably outlandish Group B fashion, it would replace the standard Delta's steel monocoque chassis with a carbon-fibre-clad tubular spaceframe, in which the engine was relocated to the rear. The S4 also employed an ingenious 'twin-charging' system, whereby a supercharger operated in sequence with a turbocharger to reduce turbo lag and improve driveability, whilst power from the prodigiously powerful 550 bhp engine was transmitted to the road via a sophisticated Hewland-developed four-wheel-drive system.



Some 28 Group B Delta S4s were constructed, of which the majority were campaigned by the factory Martini Lancia squad and the remainder by the semi-Works Jolly Club and Griffone teams. In addition, 200 road-going Stradale versions were constructed in order to obtain the necessary homologation.

Both this car—chassis number 202—and its sister car, 207, were completed in time for the 1985 RAC Rally, in which they were entered under the Martini Racing banner and piloted by Henri Toivonen/Neil Wilson and Markku Alen/Ilkka Kivimäki, respectively. From the outset it was clear that Lancia had hit on a winning formula: Alen dominated the first half of the rally before Toivonen fought back bravely to take victory by just under a minute from his more experienced teammate. That the two Lancias had taken wins on 41 of the rally's 63 Special Stages underlined the pace of the new car. Perhaps what was most significant about the S4's showing here was that it won its maiden event outright. No other vehicle that competed in the World Rally Championship in Group B can claim such an achievement.

Following the RAC, this particular car was used by both Toivonen and Alen as a T-car on the Monte Carlo Rally, the first round of the 1986 Championship. In the rally itself, the charismatic Finn—paired with new co-driver Sergio Cresto—used chassis 215 to take a hard-fought win, fittingly on the twentieth anniversary of his father Pauli's win in the same event. Thereafter, chassis 201 was once again used as Toivonen's T-car in the next round of the Championship in Sweden and also in the non-championship Rally Costa Smeralda in mid-April.



Henri Toivonen and Neil Wilson celebrate their victory after the 1985 Lombard RAC Rally.
Courtesy of McKlein Photography.



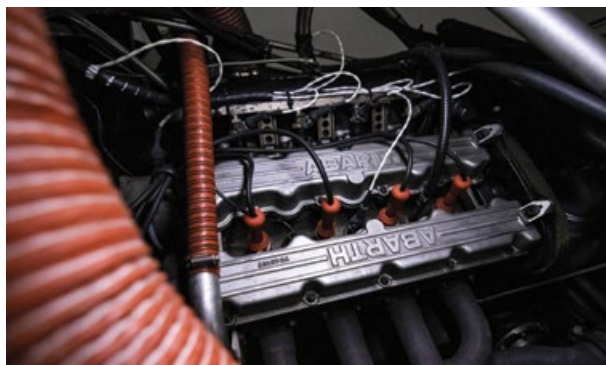
Henri Toivonen en route to an overall win at the 1985 Lombard RAC Rally.
Courtesy of Motorsport Images.

Tragically, the third round of the Championship in Portugal had witnessed the dark side of Group B when the Ford RS200 of Joaquim Santos crashed into the crowd, killing three spectators and injuring more than 30. For Lancia, worse was to come: On the Tour de Corse in early May, Toivonen—driving chassis 211 on this occasion—lost control on a remote part of the island and plunged down a ravine, the car bursting into flames on impact. Both driver and co-driver perished in the accident, which resulted in an immediate development freeze for Group B cars and their replacement with Group A cars for 1987.

At the end of the traumatic 1986 season, and with the Delta S4 now obsolete, several were sold to privateers for use in slalom, hill climb, rallycross, and ice-racing events. Chassis 202 was used by Roberto Rosselli in slalom events, prior to being sold to Adriano Raffagnato in 2008. During Raffagnato's ownership, the car was used in a number of rallies, including the Rallylegend Star in San Marino and the Group B Rallyelegenden in Austria. Poignantly,

the car was also driven by Harri Toivonen—younger brother of Henri, and an accomplished rally and long-distance sports car driver himself—in a demonstration during the 2016 Rally Finland to mark the thirtieth anniversary of his brother's passing.

Restored to its original specifications, it retains numerous period features, such as the original Kevlar-shelled Sparco seats (still embroidered with the names of its illustrious driver and co-driver) and Halda Rally Computer. Chassis 202 remains a wonderfully original and evocative example of this highly significant Group B titan. Importantly, the accompanying Abarth Classiche Certification documentation states that only the left front portion of the frame was replaced, which did not affect the torsional rigidity of the car. With five wins from twelve rallies in that fateful 1986 season, the Lancia Delta S4 remains perhaps the ultimate Group B projectile; that this example was driven to victory by the formula's most celebrated son in its very first outing as a model undoubtedly adds to that allure.



Chassis no. 202 (left) and one of its sister cars during the 1985 Lombard RAC Rally.
Courtesy of McKlein Photography.



153

□ 1999 ASTON MARTIN VANTAGE LE MANS V600

CHASSIS NO.
SCFDAM2SOXBL70256

ENGINE NO. **590/R/70256/M LM**

£250,000 – £300,000

DOCUMENTS

Kuwaiti Vehicle Registration Document

The 16th of 40 examples built; one of 22 left-hand drive

Retains original six-speed manual transmission

Built to commemorate the 40th Anniversary of Aston Martin's Le Mans victory

The last coachbuilt Aston Martin

In honour of the 40th anniversary of Aston Martin's incredible 1959 victory at Le Mans, the marque built just 40 exclusive supercharged versions of their V8 Vantage. Unveiled next to the race-winning DBR1/2 at the 1999 Geneva Motor show, the so-named Vantage Le Mans was not just a 'paint and trim' special—it was a fully enhanced and upgraded model.

The Vantage Le Mans specification included a special front spoiler with larger cooling ducts added

to improve downforce. The side vents in the Le Mans were reshaped, while the fuel caps were redesigned to look like fuel valves—all elements to hint at the DBR1. Inside, the sporting treatment continued, with perforated pedal pads, aluminium gear-lever knob, and brushed metal panels replacing the traditional wood veneers. This exclusive model was sold as a spectacularly expensive Works Service conversion post-production to avoid the thorny issue of homologation.

All V600 Le Mans were originally equipped with the V590 engine before returning to the factory to be re-engineered and upgraded by Aston Martin Works to the impressive V600 specification of 600 hp and 600 foot-pounds of torque. Vantage Le Mans specification also included the Driving Dynamics modification with the uprated brakes and suspension mechanisms and hollow magnesium



Dymag wheels. For the Aston Martin connoisseur, the Vantage Le Mans represents the last of the truly coachbuilt cars, as the marque turned towards automation in the 21st century.

After being sold from its original owner in 2001, chassis no. 70256 was sold by the second owner with just 13,000 km on the odometer. In 2011, the car had completed less than 30,000 km and was being maintained by Auto Performance in Paris.

Now offered from the third owner, this V600 retains its original colour scheme of Aston Martin Racing Green over Tan leather seating and matching Green carpets.

An Aston Martin for the true enthusiast, this coupe is perfect for any owner who is seeking the perfect marriage of power, speed, and luxury.





154

□ 1974 BMW 2002 TURBO

CHASSIS NO. **4290162**

ENGINE NO. **4290162**

£110,000 –£120,000

DOCUMENTS

Swiss Carte Grise

Offered from the Youngtimer Collection

Recent full restoration

Fitted with its matching-numbers engine

When the BMW 2002 Turbo was unveiled at the 1973 Frankfurt Motorshow, not everyone gave it a warm reception. Its bolt-on wings, bumper-less front spoiler, Mahle 13x6 Turbo wheels, and iconic Pantone BMW Motorsport colours were considered uncouth, some elements of the German press going as far as to accuse it of 'provoking aggressiveness'. Indeed, for the show itself, the '2002' and 'Turbo' reverse script, which had appeared on the front spoilers of press cars to warn unsuspecting cars just exactly what was approaching in the rear-view mirror, was removed to try to keep the peace. It didn't work; the 2002 Turbo was and is still considered one of the naughtiest cars to have emerged from Munich.

Far more than form over function, the 2002 Turbo took the already 'hot' 1,600 cc powertrain from the 2002 Tii and added a single KKK turbocharger to raise peak power from 130 bhp to 170 bhp.



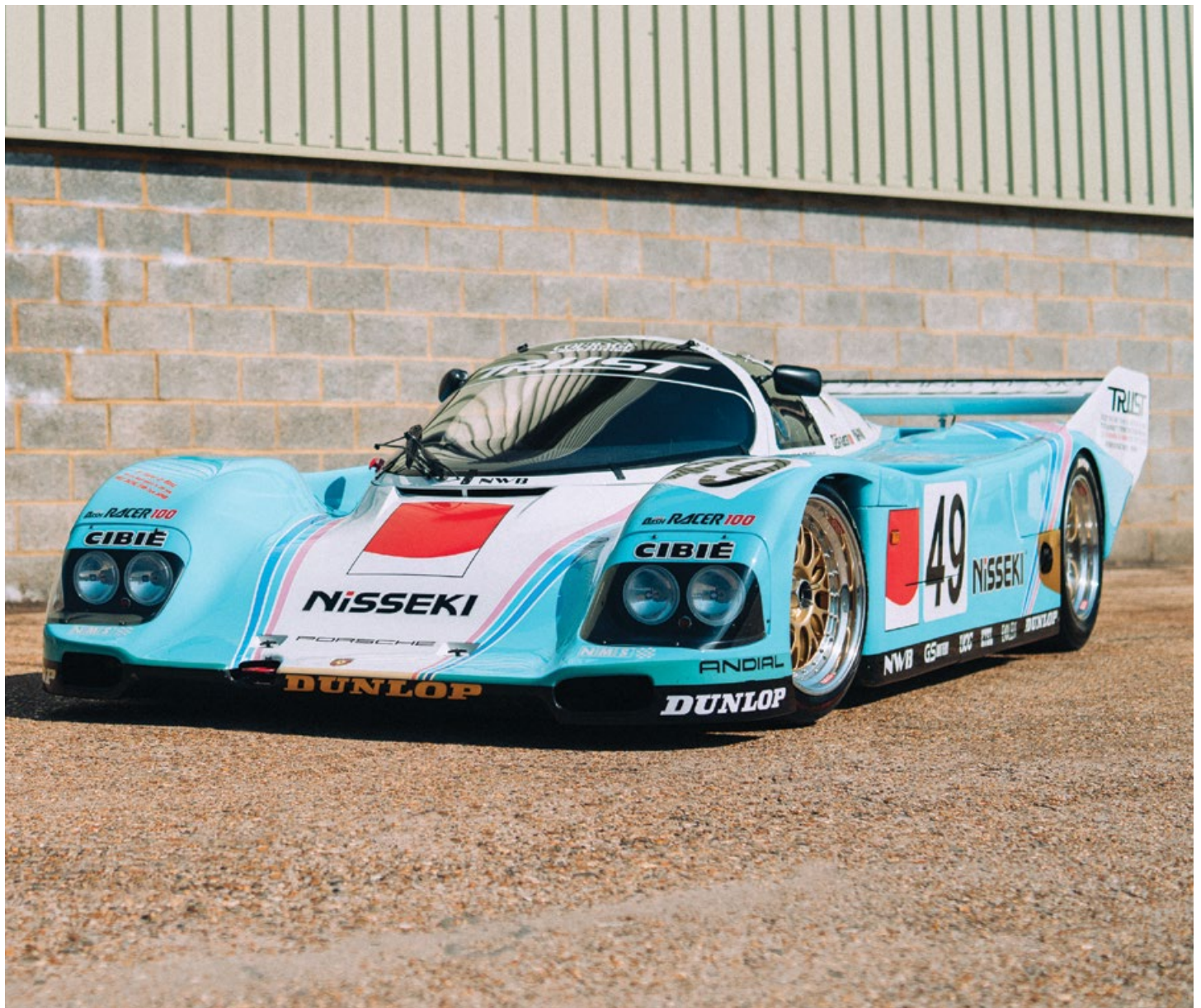


An oil cooler was also introduced alongside bigger brakes and a limited-slip differential, and higher-performance tyres were wrapped around wider wheels for increased traction and road holding. Conspicuously, the man overseeing the development of the engine, Alex Von Falkenhausen, was quoted as stating that considerably more power could have been unleashed with higher turbo-boost pressure, but that 'we thought 170 bhp was about the limit for the running gear of a car not driven by experts'. Little wonder, then, that the instrument binnacle was painted bright red, both as a nod to commercial sponsors Texaco, and also to remind any driver that this was a car worthy of respect.

This immaculate example has been subject to a comprehensive nut-and-bolt restoration by marque specialists Oldenzaal Classics. The car has been dismantled entirely, repainted, and rebuilt, and now presents in showroom condition having covered just 132 km. Pleasingly, it is also adorned with its full complement of BMW Motorsport warpaint, including the '2002 Turbo' reverse script on the spoiler.

With only 1,672 examples produced, the opportunity to own a 2002 Turbo is not an everyday occurrence, and this beautifully prepared example would stand out amongst any peers, be that at the track, a local gathering, or concours event.





155

□† **1990 PORSCHE 962C**

CHASSIS NO. **962-159**
ENGINE NO. **962-207**

£1,000,000 – £1,500,000

DOCUMENTS
Bill of Sale

Offered from the Autobau Collection

Two-time 24 Hours of Le Mans participant, finishing 13th overall in 1990

Subjected, in 2009, to a \$300,000 restoration to exacting standards by Canepa Design

A competitive and highly eligible entry into Historic Group C racing events

With a top-line international career spanning some thirteen years, including no less than seven Le Mans wins and five World Sportscar Championship titles, the Porsche 956 and its close sibling, the 962, remain arguably the greatest long-distance sports racing cars of all.

In a significant departure for Porsche, the 956 featured an aluminium monocoque chassis, rather

than a tubular spaceframe of the type which had served them so well previously. The type-935 flat six-cylinder engine of the 936 was retained, to which twin KKK turbos and an all-synchro five-speed gearbox were fitted. Porsche exploited the area of aerodynamics to the limit of the rulebook, inboard rear suspension enabling the creation of two huge venturi channels to maximise ground effect underneath the car. Consequently, the 956 reputedly generated over three times as much downforce at speed as the legendary 917—a car barely a decade old.

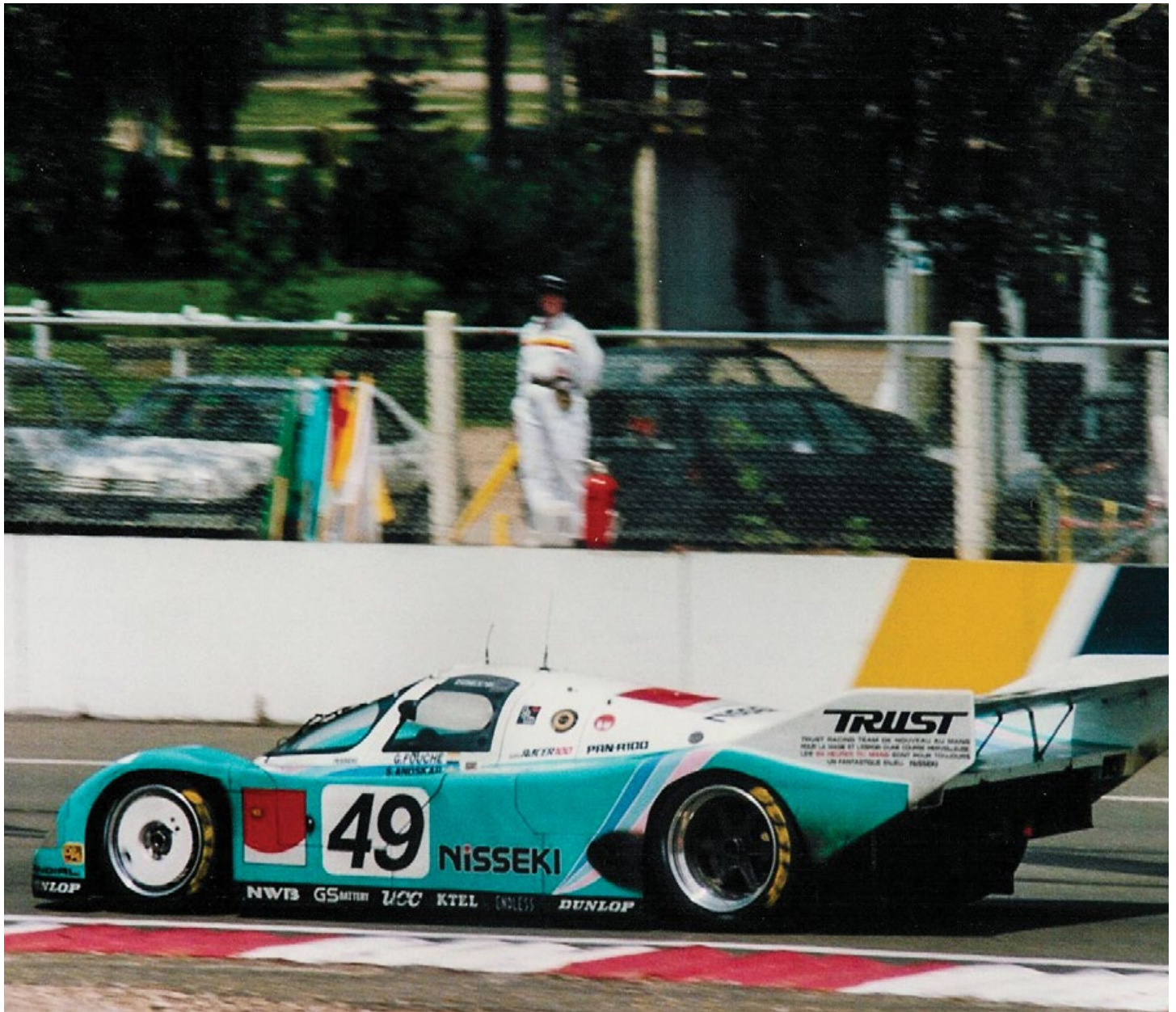
The evolutionary 962—essentially a long-wheelbase 956—had been introduced in 1984, and chassis 962-159 was delivered in long-tail form to the Japanese Trust Racing Team immediately prior to the 1990 Le Mans 24 Hours. The driver lineup of George Fouché, Steven Andskar, and Syunji Kasuya was a promising one; Fouché had proven himself to be one of the top non-Works 956/962 drivers during spells with the Kremer and Obermaier teams, whilst Andskar had considerable Group C experience in Japan, and Kasuya had won the C2 class at Le Mans the previous year.

Although there were no factory Porsche or Sauber-Mercedes teams entered for the 1990 race, four TWR-run Jaguar XJR-12LMs lined up alongside five Works Nissan R90s and five Toyota 90C-Vs. Porsche were well represented by Joest Racing—who had won the race in 1984 and 1985 with their 956s, and who had entered four cars on this occasion—as well as by the two-car Brun, Kremer, and Obermaier teams.

Qualifying saw Mark Blundell's Nissan take pole with a remarkable lap some six seconds faster than the 2nd-placed Brun 962C, with Nissans taking the next three places. The lead Joest 962C took 7th place, closely followed by three of the four Jaguars who were concentrating on their race setup. Chassis 962-159 ended up an excellent 11th on the grid—a fact made all the more impressive by the fact that both 962s in front of it had been running Works-specification 3.2-litre engines, whereas the Trust car was equipped with the less-powerful customer-spec 3.0-litre unit.



Chassis number 962-159 as seen in the pits during the 1990 24 Hours of Le Mans.
Courtesy of Laurent Chauveau



Chassis no. 962-159 at speed during the 1991 24 Hours of Le Mans.
Courtesy of Laurent Chauveau

In the race, the Nissan challenge ultimately faltered, handing the Jaguars a comfortable 1-2 finish ahead of the unlikely all-British-crewed Alpha Team 962 in 3rd. The Brun car had held a heroic 2nd place for much of the race but was cruelly denied a deserved podium finish by engine failure only four laps from home. The lead Joest car crossed the line 4th, with customer Porsche teams taking 8th to 16th positions—and 962-159 finishing a valiant 13th. That the Trust trio finished ahead of the second Joest car, driven by four-time Le Mans-winner Henri Pescarolo and former Grand Prix-winner Jacques Laffite, spoke volumes as to the competitiveness of the midfield battle.

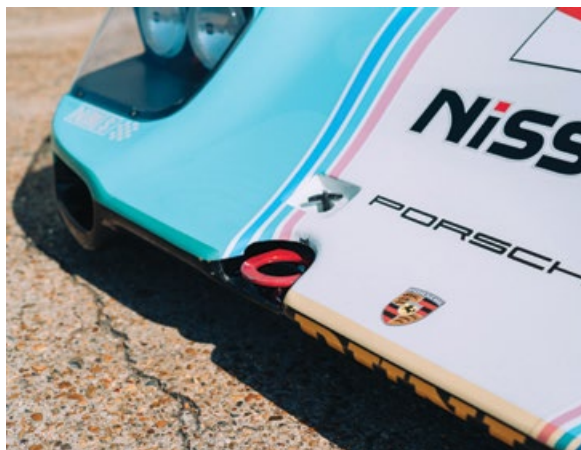
The team returned to La Sarthe in 1991, opting to retain the services of Fouché and Andskar but outsourcing the running of the car to the local Courage Competition team. Unfortunately, the timing of the race coincided with one of the periodic upheavals in sports car racing, with the FIA having mandated the shift to 3.5-litre normally aspirated cars for 1992. Given the lack of new-generation cars ready in time for the race, the older Group C cars were permitted to still run, but were significantly handicapped by weight, fuel, and grid penalties. As a result, Schlessler's 'pole-sitting' Sauber-Mercedes C11 was relegated to 11th on the grid, behind ten other normally aspirated cars, all of

which it had outqualified! Similarly, 962-159—having qualified a promising 16th—was relegated to 22nd on the starting grid.

As expected, in the race, the new 3.5-litre cars suffered from poor reliability, and it was the relatively unfancied Mazda 787B of Gachot/Weidler/Herbert—the beneficiary of a significant weight concession from FISA before the race—which crossed the line first to record a famous victory. The three remaining TWR XJR-12s finished in formation to take the next three places, whilst the sole surviving Sauber-Mercedes rounded out the top five. It had been a relatively low-key race for Porsche, with the Stuck/Jelinski/Bell

Joest car the first 962 home in 7th place. Chassis number 962-159 had been running strongly throughout the race, only to be denied a finish when its gearbox failed with a mere 50 minutes remaining.

The car was acquired by former IMSA racer and noted Porsche restorer Bruce Canepa in August 2008. Thereafter it was treated to an exacting restoration at his race shop in Scotts Valley, California, which included a complete strip down to the bare tub and rebuilds of the engine, gearbox, brakes, and turbos. New fuel, brake, and oil lines were installed, and





Courtesy of Ralph Steckelbach



all major load-bearing components were crack-tested. Great care was also taken to refit the body to the tub, and the car was refinished in its 1991 Le Mans livery. In May 2012 the car was sold to the consignor, in whose custody it has been used for occasional track days and kept in his own private museum in Switzerland.

Having participated in only two races in its life—albeit both at Le Mans—962-159 remains one of the most original and correct of all 962s. Presented in its 1991 Le Mans ‘high downforce’ configuration, it represents the quintessential Porsche Group C car and offers a rare opportunity to acquire a highly significant example of arguably the greatest endurance racing car of them all. Immaculately prepared and ready for immediate use, it would doubtless be welcomed in Historic Group C series on both sides of the Atlantic, as well as at prestigious stand-alone events such as Le Mans Classic, Le Mans Legends, and the Classic 24 Hour at Daytona.





156

□ 1988 ASTON MARTIN V8 VANTAGE 'X-PACK'

CHASSIS NO.
SCFCV81V3JTR12579
ENGINE NO. **V/580/2579/X**

£250,000 – £300,000

DOCUMENTS
Kuwaiti Vehicle Registration Document

One of only 137 'X-Packs' built

The ultimate 'true' V8 Vantage; high-performance European specification

Presented in a beautiful and classic colour combination

At the time of its introduction in 1977, the Aston Martin V8 Vantage represented an impressive return to form for the British manufacturer, combining true supercar performance with all the finest appointments of a luxury GT in the best of British tradition. Though subsequent models went through mechanical performance upgrades, it took nearly a decade before the V8 Vantage truly achieved supercar status. First introduced at the 1986 British International Motor Show, the ultimate iteration of the muscular V8 Vantage—the

model that would become known to enthusiasts as the 'X-Pack'—would go on to be produced through the end of the decade.



The V8 Vantage 'Oscar India', as introduced in 1978, featured a closed-bonnet scoop, large front air dam, and blanked-off front grille which gave the car a macho look befitting its status. The interior was outfitted in leather and wood to suit more discerning tastes. As recognizable as the handsome Oscar India in appearance, the final V8 Vantage was fitted with the uprated V580X engine previously found in the V8 Zagato. Equipped with four dual-barrel Weber carburetors, high-compression Cosworth pistons, and larger valves and intake manifold, this high-performance engine produced an impressive 432 bhp from its 5.3 litres. Described by one journalist as 'a Hemi Road Runner built by Bentley', the new and improved V8 Vantage was a genuine 200 mph supercar.

According to V8 specialist Kean Rogers, chassis 12579 was one of the first 'X-Packs' to be fitted with Ronal wheels, which were specified with polished rims. The Ronal wheels would become synonymous with the 'X-Pack' and have been subsequently fitted to many Vantage tributes. Presented in the original colours of Suffolk Red with Magnolia leather and red carpets, chassis 12579 is tasteful and well in keeping with Aston Martin's subtle elegance.

A perfect addition to any stable of early supercars, this Aston Martin V8 Vantage 'X-Pack' is a fantastic example of the ultimate Aston Martin V8.





157

□ 1992 MERCEDES-BENZ 300 CE 6.0 AMG 'HAMMER'

CHASSIS NO. **AMG12422423048**

£180,000 – £220,000

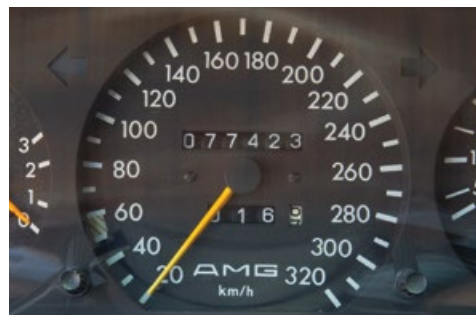
DOCUMENTS

Form 13.20A

Offered from the Youngtimer Collection

One of only twelve wide-body 300 CE 6.0 AMGs ever built

Brilliant looks with performance to match;
top speed in excess of 300 km/h



Amongst AMG's pre-merger hierarchy, the 300 CE 6.0 AMG 'Hammer' is considered by many to be one of the most desirable models. Mercedes-Benz clients looking for an all-out performance alternative to an otherwise mundane automobile could take their W124 to AMG and replace its factory six-cylinder engine with a fire-breathing V-8. With 5.0, 5.6, and 6.0-litre engine swaps available, the model to have was of course the 6.0-litre, quad-cam 32-valve V-8. Capable of producing 375 bhp and 400 foot-pounds of torque, the sprint from a standstill to 100 km/h was quoted as being five seconds flat, leading to a top speed of over 300 km/h. Only twelve 300 CEs were fitted with the 6.0-litre engine, including the example offered here.

First registered in Japan in November of 1995, according to the accompanying Japanese Export Certificate, the car remained there until 2014, when it was purchased and exported to Europe. At this time the car was noted as having 75,100 km on the odometer and was wearing white paintwork. After leaving Japan, the car was shipped to the Netherlands, where it was repainted black. It was purchased by the current owner in October of 2017 and refinished in black.

Currently showing just under 77,500 km on its odometer, the car presents very well throughout and it would surely be a wonderful addition to any collection of AMG-modified Mercedes-Benzes. Seldom seen in coupe bodywork, with only twelve such examples built, this is a true German rarity and perhaps the ultimate autobahn courier of the pre-merger era. With early AMG products only gaining popularity worldwide, finding an identical example would certainly prove difficult.





158

□ 1999 LAMBORGHINI DIABLO VT

CHASSIS NO.
ZA9DE01A0XLA12198

£150,000 – £175,000

DOCUMENTS

Kuwaiti Vehicle Registration Document

Offered from the Youngtimer Collection

Stunning Rosso-over-Beige colour combination

Introduced in March of 1993 at the Geneva Motor Show, Lamborghini's new Diablo VT showcased a marked step forward for the model. 'VT' stood for 'Vicious Traction', which highlighted the car's new, variable four-wheel-drive system, allowing for a maximum of 40 percent of surplus torque to be transferred to the front axle if the system detected a loss of traction.

Thanks to customer feedback, Lamborghini made a number of other welcome updates to the car, which amounted to changes to over 25% of the 6,000 components within the car. Amongst these



were included a redesigned clutch, which brought about greater performance and ease of use, as well as deeper and wider seats, making the car more comfortable for both driver and passenger. Intakes were added at the front, near the driving lights, to assist with brake cooling. Power steering also helped to make the car easier to control, along with an active suspension with electronically adjustable dampers.

Nineteen ninety-nine saw the introduction of the second-generation Diablo VT, which was built in small numbers before the modernized Audi-backed Diablo 6.0 was released.

Thus, 1999 Diablo VTs had open headlights, a redesigned interior, ABS brakes as standard, 18-inch wheels, and a 529-horsepower, 5.7-litre V-12. Exact production numbers for the 1999 VT Coupe are unknown, but Lamborghini sold only 265 cars that year, most of them being SVs and VT roadsters.

Purchased by the current owner in Switzerland in January of 2014, the car was subsequently exported to Kuwait. Today it shows just 9,270 km on its odometer and presents in excellent condition throughout. Its red paintwork shines brightly,

and the beige leather interior presents very well. In 2015, during a service, an aftermarket exhaust was fitted. Since then the car has remained largely in static storage and rarely been driven, yet it has been regularly serviced and looked after in-house at the current owner's collection. Additionally, it is important to note that the car is accompanied by an original toolkit.

Truly a 1990s icon, a well-kept Diablo is a must-have for any collector of Lamborghinis, and this example presents brilliantly throughout.





159

1973 ISO GRIFO GL SERIES II

CHASSIS NO. **GL 320407**

£180,000 – £220,000

DOCUMENTS

German Fahrzeugbrief

A stunning limited-production sports car

Stunningly presented and beautifully restored

**Fitted with a Ford 351 Cleveland V-8 engine,
one of only 37 delivered as such**

Renzo Rivolta started building Isothermos refrigerators before World War II. Following the war, Rivolta recognized Italy's need for transportation and named his new car company Iso Rivolta, alongside some of the most talented automotive designers in the country, including Giotto Bizzarrini and Giorgetto Giugiaro. Prior to the creation of the company bearing his name, Rivolta built scooters and then the famous Isetta bubble cars, which were later built by BMW. With the proceeds of the BMW deal, Rivolta resolved to build a GT car.

The Iso Rivolta, a Bertone-styled four-seat coupe, appeared in 1962 at the Turin Motor Show and was built near Milan. The sportier two-seat Grifo was sold from 1965 to 1974.

Nuccio Bertone and Giotto Bizzarrini soon convinced Rivolta that a more sporting offering was required, and in 1963 the Iso Grifo A3/L (Lusso) was introduced, accompanied by its race-developed sibling, the A3/C (Corsa). Retaining the reliable, powerful, and deceptively lightweight Corvette engine and drivetrain, the car was low, sleek, and had excellent weight distribution.

Bizzarrini's background was almost exclusively competition based, and it became increasingly apparent that his focus was on the A3/C, whereas Bertone and Rivolta were more conscious of the



necessity for the A3/L to be a commercial success. In 1964 plans were put in place to develop a more refined version of the A3/L, to be known as the Iso Grifo GL (Gran Lusso). It was hoped that the car would be produced in greater numbers than the A3 variants—of which only a handful had been made—and would offer genuine competition to Ferrari and Maserati.

By the time the Series II cars were introduced in 1970, the Chevrolet 454 big-block V-8 was the powerplant of choice. These were then heavily reworked at the factory to include items such as forged connecting rods and a large-capacity finned

aluminium sump, designed by Bizzarrini himself, which enabled the oil to be kept cool at high sustained revs.

The Grifo GL Series II example offered here is stunningly presented. Completed on 14 May 1973, it was born with a Ford 351 Cleveland V-8 engine and outfitted with a 3.31:1 rear axle ratio, air conditioning, and power steering. Finished in white with a rust-coloured interior, exactly as it presents today, it was delivered new to Germany, where it is believed to have remained since new. This would make a fine addition to any significant Italian sports car collection.





160

1936 BENTLEY 4¼-LITRE DROPHHEAD COUPÉ COACHWORK BY PARK WARD

CHASSIS NO. **B112HK**

ENGINE NO. **YYBK**

BODY NO. **A219**

£150,000 – £200,000

DOCUMENTS

Spanish Permiso de Circulacion

Shown at the 1936 British International Motor Show at Olympia

Previously owned by Field Marshal Montgomery and Prince Bernhard of the Netherlands

Nearly forty years of previous single ownership

Retains its original engine and coachwork

A new generation of Bentleys defined the marque in the 1930s, with the 4¼-Litre amongst the most beloved. By the mid-'30s the 3½-Litre Derby Bentley needed more capacity to reliably run at high speed on new continental roads.

After supercharging was rejected by W.O. Bentley, who road-tested the prototype, the engine was increased to 4,257 cc, its bearings upgraded, twin SU carburettors fitted, the compression ratio raised,

and the camshaft reprofiled. Sales literature for the 1936 launch called it 'The Silent Sportscar', boasting its 96 mph top speed. Bentley chose Park Ward to offer saloon or Drophead Coupé coachwork. The 4¼-Litre gained a special place among Bentley enthusiasts, with many becoming family heirlooms and rarely changing hands, such as this lovely example.

The original Bill of Sale reveals that chassis no. B112HK was delivered to Park Ward's factory in London, earmarked for the Rolls-Royce stand at the Olympia Motor Show in September of 1936. Most likely it sold at the show, as it was registered to Mr Tryon of North Green Farm in Suffolk in October 1936 with registration DGW 575. It then passed to Warwick Wright of Bond Street, London, in 1937 and then D.A. Coutoubis of Knightsbridge in 1940.

It then had a significant wartime role: In 1941 the car was requisitioned for the use of Prince Bernhard of the Netherlands—a wartime pilot, then part of the Allied planning effort in London. Painted black, it remained in use by Allied Forces and was subsequently allocated to none other than Field Marshal Montgomery. He bought the car in 1946 while chief of the Imperial General Staff.

In March 1952, Desmond Burleigh of Leeds became its longest custodian. He meticulously researched its history, retaining correspondence with Prince Bernhard and the Ministry of Defence. It was regularly shown and was known in Bentley circles

until the early 1990s in his ownership. In 2004 it was acquired by a new owner in Spain and passed through one more Spanish owner before being acquired by the current custodian in 2007.

Today it retains the original coachwork with blue leather interior and carpets. It also retains its original engine and has been used sparingly in its current ownership. The last pre-war Bentleys are now firmly established as among the best of the marque, and the unique history of this example makes this car a very special opportunity. This is an amazing opportunity to acquire a Bentley at London Olympia...the same location where it was first shown to the public eighty-three years ago!





161

1973 FERRARI DINO 246 GT

COACHWORK BY SCAGLIETTI

CHASSIS NO. **07294**
ENGINE NO. **11593**
GEARBOX NO. **2641E**
BODY NO. **2462**

£390,000 – £450,000

DOCUMENTS

UK V5

Desirable 'Chairs and Flairs' example, one of only 13 such RHD examples supplied to the UK

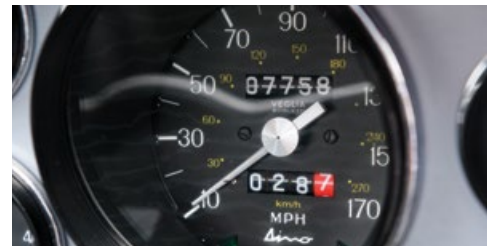
Delivered new through Maranello Concessionaires

Just 7,758 miles from new

Accompanied by a toolkit as well as owner's and warranty manuals

Ferrari Classiche certified

Introduced by Ferrari as an optional extra for the Dino 246 GT and GTS in December 1972, the bigger 7.5" x 14" magnesium Campagnolo were suitable for all those customers looking to give their car better handling and a more aggressive stance. Connoisseurs will certainly recognize these special Dinos for their distinctive flared wheel arches, necessitated by the larger wheels. This option was often paired with the iconic Daytona-style seats,



thus giving birth to the now-famous 'Chairs and Flairs' nickname. This was quite a rare option as, on a total production of 1,800 cars, it is estimated that only 300 have been originally fitted as such.

Chassis no. 07294 was produced by the factory in October 1973 and delivered to the UK through Maranello Concessionaires. As evidenced in documentation accompanying the car from Tony Willis and the Maranello Concessionaires Archive,







the original order for this Dino specified *Argento Auteuil* (106-E-1) paintwork with *Nero* (161) leather seats, but was changed at the original owner's request in May 1973 to a more classic colour combination of *Rosso Chiaro* with *Beige* (430) leather seats and red carpets. The car was delivered in this colour scheme with the gorgeous Campagnolo 7.5 x 14 magnesium wheels and Daytona seats to Bertie Bradnack at Maranello Sales in Egham in November 1973. Later, the original Daytona seats were changed for standard seats.

After being sold by Mr. Bradnack to A.B. Caira, Esq., by at least early 1977, the car had travelled some 5,322 miles and returned to Maranello Concessionaires for a 6,000-mile service. Two

years later, in the ownership of Peter Beaumont of Harrogate, the car received a cosmetic and mechanical restoration in 1982 with David Clarke in Leicestershire, which included stripping its bodywork to bare metal for a full repaint and interior retrim, totaling to £6,573.77, at which time the odometer read 6,247 miles. Incredibly, the Dino has travelled just over 1,500 miles since then and still resides in the UK. Furthermore, it is important to note that the car is accompanied by its original manuals and warranty card.

Perhaps one of the lowest-mileage Dino 246s in existence, chassis 07294 represents a great opportunity to acquire a rare 'Chairs and Flares' example in wonderful condition.





162

1970 MASERATI GHIBLI 4.7 SPYDER COACHWORK BY GHIA

CHASSIS NO. **AM115/S 1179**

ENGINE NO. **AM115/S 1179**

£400,000 – £500,000

OFFERED WITHOUT RESERVE

DOCUMENTS

Italian Libretto

One of 125 Ghibli spyders

U.S.-delivery example

Upgraded with manual transmission

Finished in its stunning original colours



The sensational Maserati Ghibli was the talk of the 1966 Turin Auto Show. The Ghibli was designed by the brilliant young Giorgetto Giugiaro while he was working for Ghia. It was conceived as a luxurious yet sporting GT car that was ideal for high-speed touring on the European continent. Production of the Ghibli began with a fastback coupé in April 1967, which was joined by the open-top spyder in 1969. Featuring a race-bred, mid-mounted, 4,719 cc V-8 engine with dry-sump lubrication and two chain-driven camshafts per cylinder bank, the car produced an ample 330 hp.

Chassis no. 1179 is one of the very desirable 125 factory-built spyders. According to information obtained from the Maserati factory, it was manufactured in September 1970 with the 4.7-litre engine, finished in *Giallo* over a black leather

interior, and fitted with an automatic transmission. The car was delivered new to the United States, in the Chicago, Illinois, area.

This well-kept Maserati is showing just over 35,000 miles on the U.S.-specification odometer, but an inspection shows great authenticity throughout. A sticker on the door reflects a service just a few hundred miles ago from noted the Maserati Candini in Modena, an indication that this Ghibli has received excellent care. The Maserati was purchased by the consignor in 2015, with its two most recent custodians residing in Italy. With the immediate

previous owner, the car was sent to Cremonini in Modena for a complete engine rebuild and some minor bodywork. While the factory information lists the car as originally delivered with an automatic transmission, a five-speed manual gearbox is presently installed, marking a desirable upgrade for sporty driving in true Maserati fashion.

The Ghibli spyder is widely considered to be one of the finest open grand touring cars Maserati has ever constructed, fashioned in the great Italian tradition of poise, elegance, and power.









163

1968 ASTON MARTIN DB6 VOLANTE

CHASSIS NO. **DBVC/3677/R**

ENGINE NO. **400/3472**

£550,000 – £650,000

DOCUMENTS

UK V5

One of just 140 DB6 Mk I Volantes ever produced

Original right-hand-drive, London-delivery example

Restored by Aston Martin Works at a cost in excess of £100,000

The image of the quintessential British gentleman is exemplified no more fittingly than with Aston Martin's iconic DB series of sports cars, produced during David Brown's ownership. The last of the series, the DB6, drove better, looked better, and even held more people—truly the best of the line.



Production of the new Aston Martin DB6 was heralded by a display at the London Motor Show in October 1965, with its open-top version debuting in 1966. Though latterly called the 'DB6 Volante', the convertible version of the DB6 followed the nomenclature of the DB5-based Short Chassis Volante, simply designated 'Volante'. With following models, the term would become Aston Martin's signature term for its convertible variants.

According to the build sheet on file, chassis DBVC/3677/R was supplied new in March 1968 via H R Owen Ltd to Mr J Fenton, Esq, of London N6. Finished in metallic Chrome Aluminium coachwork with black Connolly leather interior and black carpet, the Volante was highly optioned. Mr Fenton equipped his new Volante with the ZF five-speed manual transmission, alongside the optional extras of chrome road wheels, three-ear spinners, power-operated aerial, front seat belts, Marchal quart-iodine spot lamps, Fiamm horns, a Wasso steering lock, a Blaupunkt New Yorker radio, and a tonneau cover.

By the late 1970s/early 1980s, the Volante was owned by a Mrs J Ruback of Redhill, Surrey. In the early 1990s the car was acquired by Mr J L M Fruytier of Amsterdam, Netherlands, and during his ownership it was serviced and maintained by marque specialist Desmond Smail of Olney, Buckinghamshire, as



evidenced by numerous bills on file. Following two more owners, the current vendor purchased the Volante in 2006.

Throughout the current ownership, the DB6 has benefitted from a no-expense-spared approach to its maintenance, which has been entrusted to Aston Martin Works and respected marque specialists R S Williams Ltd. In 2012, chassis DBVC/3677/R underwent a major body refurbishment at Aston Martin Works. Works carried out included completely stripping down the body and removing the interior, hood, glass, and doors.







Repairs were then made to the chassis, sills, and doors, with replacement panels fabricated and fresh metal welded in wherever necessary.

The completed body was then resprayed silver and the interior fully retrimmed in 'last of the roll' original oil-based Connolly leather. In April 2014, '3677/R' was sent to R S Williams for servicing and routine maintenance, which included an overhaul of the front

suspension and fitting a service/exchange upper water radiator. Several RSW upgrades were fitted at the same time, including front road springs, horns and horn bracket, cooling modifications, and throttle bell-crank lever.

Having covered under 2,000 miles since the 2012 restoration, this beautiful DB6 Volante remains in generally excellent condition and has recently been serviced by RSW.





164

□ 1994 BMW 850 CSI

CHASSIS NO.
WBSEG91030CC00692

£180,000 – £220,000

DOCUMENTS

Swiss Carte Grise

Offered from the Youngtimer Collection

Just under 3,600 km from new

Desirable 5.6-litre V-12 with six-speed manual gearbox

Retains its original invoice, owner's manuals, and toolkit



The E31-generation BMW 8 Series was launched at the Frankfurt Motor Show in September 1989, and despite being the replacement for the outgoing E24 6 Series, it was worlds apart from its predecessor. The product of almost ten years of research and development at a cost of over 1.5 billion DM, the 8 Series was aimed at a different market and priced accordingly, introducing BMW buyers to a level of performance and luxury that had previously been the reserve of Mercedes, Bentley, Ferrari, and Lamborghini.

At the very pinnacle of the range stood the 850 CSI. Launched in 1992, it was far more than just a tuned version of the 850i on which it was based. Its bored-out 5.6-litre V-12 engine was revised so significantly that BMW gave it a new engine code entirely: S70B56. Power leapt from 296 bhp to a far

more interesting 375 bhp, and torque climbed from 450 Nm to 550 Nm, resulting in a 0–60 mph benchmark of 5.7 seconds, rather than 7 seconds with the 850i. It also featured a revised suspension setup to harness the extra power, featuring a lower stance and stiffer springs and dampers. The steering was modified with a quicker ratio, and reassuringly, the brakes were updated with floating ventilated discs. Even the wing mirrors were resculpted to improve aerodynamics, alongside reshaped front and rear bumpers. Naturally, it was only offered with a manual six-speed gearbox so as not to dilute the driving experience.

This particular 850 CSI was delivered in September 1994 by BMW Leipzig in Germany, and it remained in Germany until 2016, when it was bought by its current owner and imported to Switzerland. It is undoubtedly one of the finest examples in existence, having

only covered 3,600 km to date, and presents accordingly in spectacular condition, its Diamantschwarz metallic black paintwork gleaming and its black-and-silver/grey two-tone interior free of wear. It is also equipped with an enviable list of optional extras which include: an electric sliding sunroof; electric rear window blind; luxury velour carpets; high-gloss maple trim; updated BMW Professional sound system, and fully electric front seats.

Just 1,510 examples of the 850 CSI were produced during the global recession that plagued the 1990s. It was as close as BMW would ever get to a full fat 'M8' and is already an iconic modern classic. This unique example is fit for even the most discerning collection.





165

□ 1991 MERCEDES-BENZ 560 SEC 6.0 WIDE-BODY

CHASSIS NO.
WDB1260451A585069

£140,000 – £175,000

DOCUMENTS

Swiss Carte Grise

Offered from the Youngtimer Collection

Colour combination of *Sinister Blauschwarz*
Metallic paint over black leather

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

Before the AMG merger with Mercedes-Benz that tentatively began with the C36 AMG in 1993, AMG existed as an independent tuning house, founded in 1967 and primarily offering a range of unofficial upgrade and accessories packages for Mercedes-Benz automobiles. Typical AMG enhancements included displacement increases, high-performance engine top-end rebuilds, lightened valve trains and more aggressive cams, alongside bodykits, wheels, interior upgrades, and aerodynamic components.

In 1989 the jewel in the collection of AMG offerings was the engine conversion for the W126 560 SEC and SEL. It consisted of taking the stock 5.5-litre M117 unit and boring it out to 6.0 litres before equipping it with bespoke four-valve, dual-overhead-camshaft, three-piece, sand-cast cylinder heads. The final product was capable of close to 400 bhp and twice the torque at half the engine speed of the original 5.6-litre Mercedes engine. AMG also offered other enhancements for the W126, and if one ticked every box, the result would be similar to this particular 560 SEC AMG.

Built for the 1991 model year, this example retains its factory specification of *Blauschwarz Metallic* with black leather interior. It is believed to have

been delivered originally to Japan, whereupon AMG carried out a comprehensive upgrade to bring it to full 'AMG 6.0 Widebody' specification. This includes all the aforementioned engine upgrades alongside the distinctive AMG-designed doors, front and rear bumpers, and wider wings that accommodated far wider two-piece wheels clad in high-performance tyres. Inside, the enhancements include electronically adjustable sports seats, an upgraded instrument cluster, extended walnut trims, and AMG steering wheel and over-mats. Its condition suggests a lifetime of

care and diligent attention, and it is a testament to its previous owners. Purchased by a previous owner in Ontario, Canada, out of Japan, the car was acquired by the consignor and exported to Switzerland in 2017.

It is believed that barely fifty of these AMG-tuned 560 W126s exist; they are extremely sought-after cars. This wonderfully menacing example would be a fantastic addition to any collection, especially one focused on modern classics or pre-merger AMGs.





166

□ 2003 ASTON MARTIN DB AR1 COACHWORK BY ZAGATO

CHASSIS NO.
SCFAE62333K800088
SERIAL NO. **088/099**
ENGINE NO. **00396**

£180,000 – £240,000

DOCUMENTS

Kuwaiti Vehicle Registration Vehicle

Just 250 miles from new
Number 088 of only 99 examples built
Stunning Zagato-bodied Aston Martin
Offered with original tools, car cover,
and Aston Martin umbrella

Looking to reinvigorate sales and interest in the Aston Martin brand, Ford teamed up with the legendary Italian coachbuilder Zagato. In 2002 they endeavoured to create a limited-production grand touring car in the spirit of the DB4 GT Zagato of the 1960s and the V8 Vantage Zagato of the 1980s.

In designing a car more alluring than the current model DB7, already considered to be one of the most attractive of its era, Zagato certainly had their work cut out for them. However, the Italian design

house did not disappoint, and the resulting cars, the DB7 Zagato and DB AR1, are considered by many to be two of the most attractive Aston Martins ever produced. Although the DB7 Zagato coupes were only available in the European and Asian markets, the roadster was produced especially for the American market, hence the 'American Roadster 1' designation.

First shown at the 2003 Los Angeles Auto Show, the DB AR1 was an exciting roadster that remained true to the design of its closed sibling, albeit fully open. It was instantly regarded as one of the best designs that either Aston Martin or Zagato had produced and quickly became one of the most desirable Aston Martins of modern times. It offered time-honoured Zagato design cues with a modern flair combined with exceptional performance.

The DB AR1 accelerates from 0–60 mph in just 4.9 seconds and offers a top speed of 186 mph, figures only slightly bettered by the legendary Vanquish.

Fitted with the more powerful 'GT' version of the 6.0-litre Vanquish V12, as noted by the 'AM2A' engine prefix, the DB AR1 is capable of delivering an impressive 435 bhp. The active sports exhaust system with rear muffler bypass valves provides the DB AR1 with a very distinctive and thoroughly exciting exhaust note befitting such an automobile. The DB AR1 is also fitted with the DB7 GT quick-shift gear lever and special multi-spoke 19 in. alloy wheels

with low-profile tyres for excellent road-holding performance. Braking is supplied by Brembo discs and a V12 Vanquish brake booster unit for a firmer and more consistent pedal feel.

Presented in the rarely seen colour combination of Silver over Red leather with black carbon-fibre fascia, number 088 is one of just 99 of these limited-edition roadsters ever produced. A highly desirable variant of Aston Martin's iconic DB7, and a beautiful representative of that lasting partnership between the British marque and Italian design house, this DB AR1 will delight its next lucky custodian.





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□ 2000 ARROWS A21

CHASSIS NO. **A21-03**

ENGINE NO. **AC 028**

£100,000 – £140,000

DOCUMENTS

Bill of Sale

Driven by Pedro de la Rosa in 12 Grands Prix in the 2000 Formula One World Championship

Secured three top-ten grid positions, including 5th in qualifying for the German Grand Prix

Currently fitted with an F3000-specification Cosworth AC engine

A refinement of the 1999 A20 model, the Mike Coughlan-designed Arrows A21 benefitted from the reliable Supertec V-10 engine rather than the underpowered Hart V-10 used the previous year. Coughlan focussed on getting the centre of gravity as low as possible—aided by an ingenious “pull rod” suspension system—whilst aerodynamicist Eghbal Hamidy concentrated on honing aerodynamics and minimising drag. In testing, the car demonstrated prodigious mechanical grip and straight-line speed,

both of which it would demonstrate on occasion throughout the year.

The team enjoyed a positive start to the year, with de la Rosa and Verstappen qualifying 12th and 13th for the Australian Grand Prix—ahead of the likes of Alex Wurz’s Benetton and Jenson Button’s Williams. Although both cars retired in the race itself, progress had been made, and at the second round of the championship in Sao Paulo, Verstappen finished 7th and de la Rosa was 8th.

This particular car, chassis 03, was used by de la Rosa in Sao Paulo and was his nominated race chassis until the Hungarian Grand Prix in August. Although the Spaniard’s confidence was briefly dented by consecutive non-finishes in Imola, Silverstone, and Barcelona, it was restored by a



superb European Grand Prix weekend at the Nürburgring in which he converted 12th in qualifying into a 6th-place finish—securing a valuable World Championship point.

However, de la Rosa's failure to start in Monaco was followed by consecutive retirements in Canada, France, and Austria. Worryingly, the latter two were recurrences of a gearbox problem which had spun him out of the race in Imola.

Throughout the year, the A21 had been quick in a straight line, which was to the team's benefit at the German Grand Prix at the ultra-fast Hockenheim circuit in late July. Having qualified 5th—behind the McLarens of Coulthard and Hakkinen, Schumacher's Ferrari, and Fisichella's Benetton—de la Rosa finished 6th, setting

the sixth-fastest race lap in the process. Conversely, A21-03's final race at the sinuous Hungaroring circuit could not have been more different, a low-key 15th place on the grid resulting in an eventual 16th (and last) place at the finish.

Chassis A21-03 is currently presented with the original Supertec V-10 engine having been replaced at some stage with a F3000-specification Cosworth AC unit for the purposes of practicality and economy. Resplendent in its original 'Orange' livery, it represents a rare opportunity to acquire a highly significant and ferociously quick modern-generation Formula One car which would doubtless be a very welcome entrant in the numerous contemporary Formule Libre and demonstration events for which it is eligible.



Pedro de la Rosa followed by Rubens Barrichello at the 2000 European Grand Prix at the Nürburgring, where de la Rosa finished 6th.
Courtesy of Motorsport Images



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□ 2000 ARROWS A21

CHASSIS NO. **A21-05**

ENGINE NO. **AC 10**

£100,000 – £140,000

DOCUMENTS

Bill of Sale

Driven to 16th place in 2000 Belgian Grand Prix by Pedro de la Rosa

Currently fitted with F3000-specification Cosworth AC engine

Cost-effective entry into BOSS GP racing and Formula One demonstration events

Few teams entered Formula One less auspiciously than Arrows. With millionaire co-founder Franco Ambrosio jailed for financial misconduct just months after their formation, the remaining management were ill-equipped to defend a subsequent lawsuit from Shadow alleging breach of copyright in respect of their DN9 design. Erstwhile Shadow sponsor Ambrosio had taken his backing and several key personnel to form Arrows in late 1977 only for the High Court to rule that the team's FA1 design was in fact a blatant copy of Shadow's DN9.

Over the next two decades, the team became a capable mid-field runner, with the likes of Marc Surer, Derek Warwick, and Thierry Boutsen ensuring regular points finishes, finishing 5th in the 1988 World Constructors Championship. Significant Japanese backing in the early 1990s promised much but ultimately delivered little. The team was eventually sold to Tom Walkinshaw and TWR in 1996.

After 1999's disappointing season where the A20 yielded one World Championship point, the team turned to the A21 for 2000. Again, the car was designed by former Benetton and Ferrari designer Mike Coughlan and ex-Stewart GP aerodynamicist Eghbal Hamidy and was now powered by a Renault-derived Supertec V-10 engine instead of the Hart V-10 used the previous year. In Arrows returnee Jos



Verstappen and up-and-coming Spaniard Pedro de la Rosa, the team appeared to blend youth and experience, a fact borne out when they finished in 7th and 8th places respectively in only the car's second race in Brazil.

Chassis no. 05 was used in only two Grands Prix, at Spa-Francorchamps and Monza. At Spa, the team struggled for pace all weekend with de la Rosa qualifying the car 16th. In the race, an early stop-go penalty hampered de la Rosa's progress, finishing in the same position he started.

At Monza, de la Rosa secured 10th on the grid, with Verstappen immediately behind. However, optimism rapidly turned to despair as a catastrophic first-lap accident eliminated seven cars—

including de la Rosa—with resultant flying debris from Frentzen's Jordan tragically claiming the life of hapless trackside marshal Paulo Ghislimberti. Monza proved to be the end of A21-05's brief competition career, the team subsequently finishing 7th in the Constructors' Championship. Significantly, from 34 race starts, the A21 had finished just 13 times.

Now powered by a Nicholson-McLaren-built F3000-specification Cosworth AC engine, A21-05 still boasts prodigious performance, achieved at a fraction of the cost of the original Supertec installation. It would prove an ideal and relatively cost-effective entry into contemporary Formule Libre races such as BOSS GP or, indeed, Formula One demonstration events such as those organised by FORCE F1.



Pedro de la Rosa at the 2000 Belgian Grand Prix at Spa-Francorchamps.
Courtesy of Motorsport Images

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† 2003 FERRARI ENZO

CHASSIS NO.
ZFFCZ56B000135870
ENGINE NO. **80778**

£1,500,000 – £1,800,000

Less than 15,000 km from new
European-delivery example
Includes original manuals and warranty book
One of approximately 400 examples built

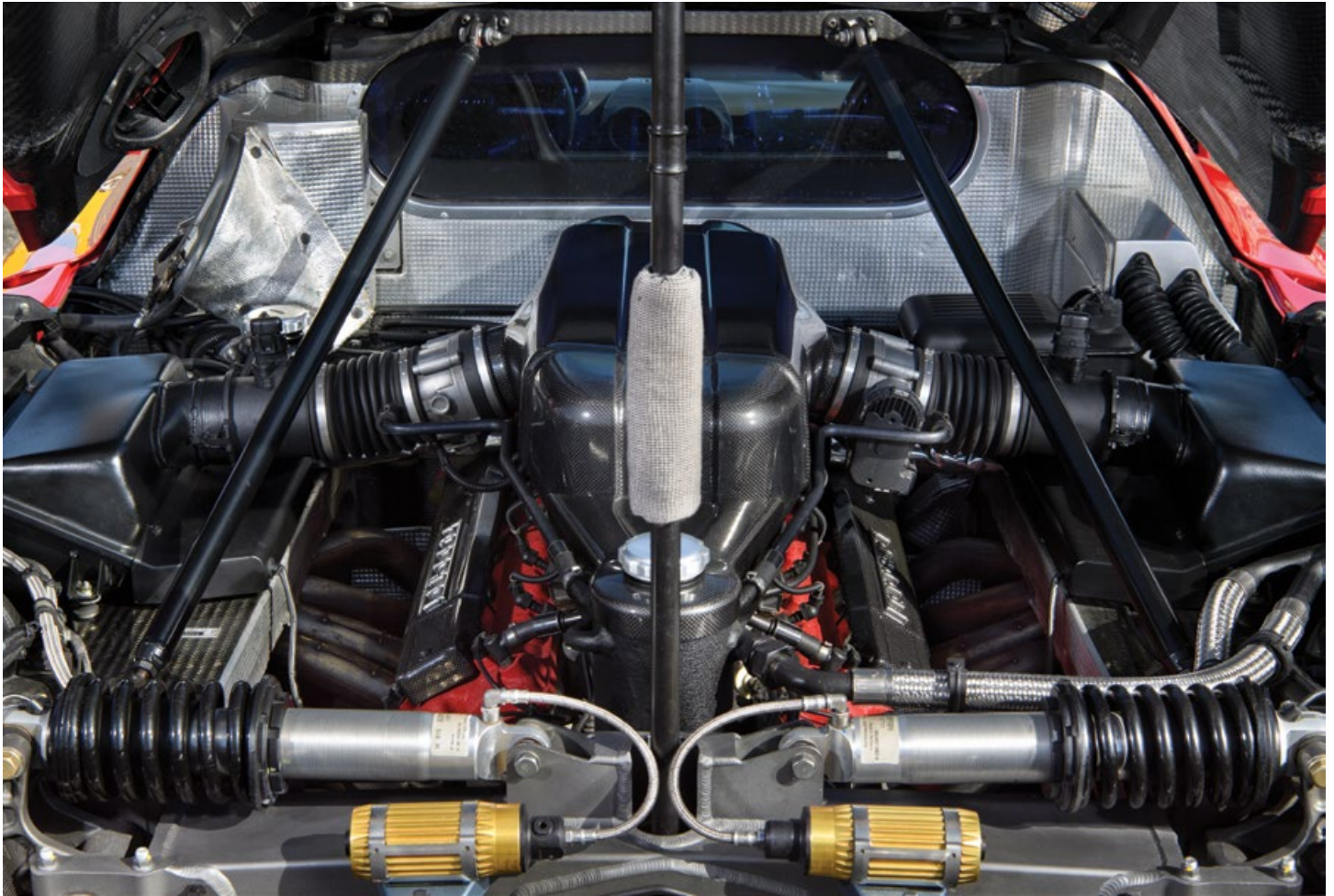
From the 340 America of the 1950s to the LaFerrari Aperta that recently completed production, Ferrari has a long track record of regularly building elite supercars combining advanced mechanical elements with bespoke amenities. Such cars have justifiably evolved into the most collectable of Ferrari's models, each one representing the pinnacle of their respective eras.

DOCUMENTS

UK V5







As the 21st century dawned, Maranello brass began considering the next installment in Ferrari's lineage of elite hypercars, which had most recently passed from the F40 twin-turbo V-8 of the late 1980s to the curvaceous V-12-powered F50 of the late '90s. As the cities of Maranello and Modena had both already been honoured with recent road car models, the decision was made to commemorate Enzo Ferrari himself with the latest prestige model.

The resulting Enzo was loaded with advanced technology developed through Formula 1 competition, including the 65° *tipo* F140 V-12 engine, which, at almost six litres in displacement, was the largest Ferrari motor built since the 712 Can Am race car. Coupled to a six-speed, dual-clutch, paddle-shifted transaxle, the monstrous unit developed 651 bhp and 485 foot-pounds of torque, rocketing the Enzo to 60 mph in just 3.3 seconds and an outrageous top speed of 218 mph.

Much debate centred on the appearance of the new top-shelf hypercar, and an initial design was soon scrapped in favour of

Ken Okuyama's famous coachwork, which bore the appearance of an F1 race car covered with a tight skin. Perfected in Pininfarina's wind tunnel, the carbon-fibre and Kevlar molded body panels were fastened to aluminium subframes mounted on the driver cell, itself an advanced lightweight 200-pound tub fashioned from carbon fibre and honeycomb aluminium.

After debuting at the Paris Salon in October 2002, the Enzo was favoured with production to be capped at just 400 examples, ensuring a rarity that has only served to further distinguish the unique model. Capable of blistering power and performance, and bearing futuristic aesthetics that leave an indelible impression, the Enzo continues to evolve as a distinct representation of its era, an unforgettable time when the Scuderia Ferrari's Michael Schumacher racked up victories at a pace since unequaled.

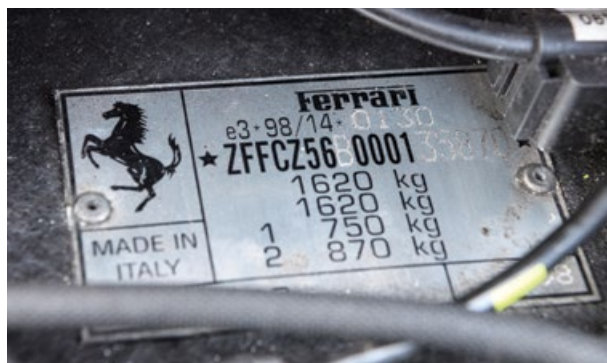
Benefitting from a recent freshening after years of prolonged storage and minimal use, this beautifully presented Ferrari Enzo is a pristine and relatively un-driven example of Ferrari's venerated turn-of-the-century hypercar. Chassis no. 135870 completed

assembly in December 2003. The Enzo was specified for the European market with instruments in kilometres and finished in *Rosso Corsa* paint over an interior of *Nero* leather upholstery.

As indicated by the Enzo's service and warranty booklet, the supercar was distributed to SA.MO.CAR S.p.A., a Ferrari dealer in Rome. The car was purchased from the dealership in February 2004 by Giuseppe Bizzarro, a successful Italian importer/exporter then living in Rio de Janeiro, Brazil, where he was establishing a new brand of low-cost goods retail stores for value-conscious shoppers. Given Mr. Bizzarro's status as a jet-setting executive conducting business in two countries, as well as the lack of service entries conducted in Brazil or any exportation paperwork in the car's file, it is fair to wonder if the Enzo ever actually left Europe, and it may very well have remained in Italy for his use during trips to his home country.

In any event, by April 2008 the modestly driven Ferrari was sold to Dr. Jacques Delfosse, an orthopaedic surgeon residing in Nancy, France. During his ownership the Enzo received its first officially recorded servicing, which was conducted in October 2008 by CLLJ/Modena Motors, a licensed Ferrari dealer in Sausheim, France. It is important to note that the odometer was replaced by Modena Motors on 19 December 2011 due to a faulty dashboard display and was reset at 10,000 km. A letter from Ferrari South West Europe in the history file attests to this. The Enzo received one more servicing from Modena Motors a year later before being submitted for a checkup in March 2015 to Autohaus Alfred Gohm G.m.b.H., an authorized marque dealership in Singen, Germany.

Later in 2015 the Enzo was purchased by the consignor, a marque enthusiast living in the UK, and in November he submitted the car to Stewart Roden Motors in West Lothian, Scotland, for some





freshening. Mr Roden is the principal of the Scuderia Ecosse, a Ferrari privateer outfit that specializes in competition preparation and support for modern Ferrari race cars, in addition to running its own cars. The engine was serviced with the installation of new spark plugs and air filters, while the brakes were rebuilt as needed (including new front pads). Some of the original suspension hardware had suffered minor corrosion, so the system was rebuilt as needed with new pushrod joints and tie-bar rose joints, and numerous corresponding bolts were replaced. The wheels were then aligned and mounted with new Bridgestone tires, and some minor paint touch-ups completed the fastidious freshening.

Over the next few years, the consignor continued to service the Enzo regularly, as subsequent warranty booklet entries demonstrate attention in 2016 and 2018 from the Scuderia Ecosse. These are corroborated with more detailed invoices from Stewart Roden Motors indicating a full fluid service and multi-point check.

Currently displaying 14,682 kilometres, this outstanding Enzo is ideal for presentation at regional concours d'elegance or may be enjoyed during spirited driving. The powerful hypercar should strike the fancy of any marque enthusiast as a rare and unique link in Ferrari's important lineage of premium prestige models.







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*1995 ASTON MARTIN VIRAGE VOLANTE 'DIAMOND JUBILEE'

CHASSIS NO.
SCFDAM2C9SBR60200
ENGINE NO. **89/60200/A**

£150,000 – £200,000

DOCUMENTS

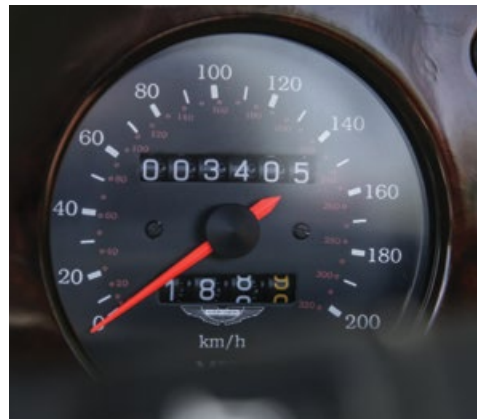
UK V5

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

One-of-one special-edition Virage built in collaboration with Cartier

Single ownership and under 3,500 miles from new

Unique piece of Aston Martin history



On 25 May 1935, Mortimer 'Mort' Morris-Goodall called the first meeting of the Aston Martin Owners Club. Sixty years later, on the Diamond Jubilee of that inaugural meeting, the marque teamed with famed jewellers Cartier to produce this one-of-a-kind Diamond Jubilee Virage Volante—offered for sale with jewels in excess of \$1 million!

The Virage was the last of the handmade Aston Martins built before Ford's ownership meant making significant changes to the production process. First offered in coupe form upon its debut in 1988, the new Virage was much more graceful and streamlined than its V8 predecessors. Remarkably modern-looking, the lines of the Virage were low and clean, and featured an all-aluminium hand-formed body. Despite being a large and heavy car, outfitted with Connolly leather, Wilton wool carpets, and wood

trim, the 5.3-litre V-8 engine was equipped with Weber-Marelli fuel injection and a new cylinder head engineered by Callaway in Connecticut. With an output of 330 horsepower and 364 foot-pounds of torque, the Virage was much more than just a powerful gentleman's express.

In 1992 Aston Martin updated the Virage by offering the open-topped Volante and the option of a 6.3-litre engine conversion, which included several body modifications. Many of the owners wished to receive the body upgrades but retain the 5.3-litre engine—chassis 60200, offered here, is one

of these special 'Cosmetic' or 'Wide Body' Volantes. Visible are the enlarged wheel arches to hold the larger split-rim wheels, the larger front air dam, and revised sill covers. Chassis 60200, of course, also has the addition of the "Diamond Jubilee" badge displayed proudly on the boot—a reminder that this Virage is one of a kind.

Offered today from its first and only owner, still finished in its original colours of silver over black leather, and showing just under 3,500 miles from new, this is certainly the ultimate Virage for any dedicated Aston Martin Owners Club enthusiast.





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◇ 1961 MASERATI 3500 GT SPYDER COACHWORK BY VIGNALE

CHASSIS NO. **AM101 1129**

£450,000 – £600,000

OFFERED WITHOUT RESERVE

DOCUMENTS

UK V5

One of only 242 Vignale spyders built
An original LHD, UK-delivery example
Fitted with the rare and desirable five-speed ZF gearbox
Class winner at the Amelia Island Concours d'Elegance
Accompanied by original tool roll, spare wheel, and hardtop
Includes Maserati Certificate of Origin

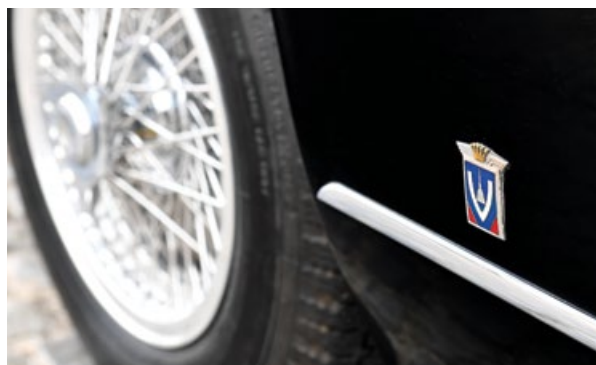


Unveiled for the first time at the 1957 Geneva Auto Show, Maserati's 3500 GT held the fate of the company in its hands. The chassis and suspension were much like its predecessor, the AG6/54, as they were composed of large-diameter steel tubes with sheet-steel stiffeners. Fitted with a detuned, twin-cam inline six-cylinder sourced from the 350S, the iteration fitted to the 3500 GT was tuned to offer more civilized road manners. Featuring twin spark-plug ignition and triple Weber carburetors, the engine produced 220 horsepower. With a ZF-sourced gearbox, Girling disc brakes, and a rear axle from Salisbury, the 3500 GT boasted an impressive specification, as well as an equally impressive top speed of 137 mph.

Coupe bodies were built by Touring, while the convertible version was constructed by Vignale, riding on a chassis two inches shorter than the coupe. The Vignale spyders proved to be the most desirable and rarest models, with only 242 spyders built compared to nearly 2,000 coupes. A fine array of chrome bezelled Veglia/Jaeger instruments and a delicate thin-rimmed black Bakelite Nardi steering wheel complete the handsome and very well-appointed interior.

This example of Vignale's elegant open-top interpretation of the 3500 GT spyder was originally finished on 23 February 1961. It was then ordered by Automar, the Maserati dealer in

Genoa, for a Mrs Cesarina Arginelli on 7 April 1961. However, Mrs Arginelli would ultimately not take delivery of the car for reasons unknown. Several months thereafter, an English lord is noted as having visited the factory where he chose to buy the unsold Maserati. At his request, the car was fitted with wire wheels and a radio with an electric antenna, and equipped with gauges in miles. The car was then delivered to Mrs Teresa Mitarachi at her address in London in July. As originally ordered, the spyder was finished in the striking combination of *Bianco Andalusia* over a black leather interior. The car was also equipped with the desirable five-speed ZF gearbox and the optional Borrani wire wheels, as requested.





Several owners thereafter, the Vignale spyder was acquired by Maserati Club UK member Mr Michael Miles on 5 December 1970. Period photos from Mr Miles's ownership show the car was still finished in its original colour combination. Interestingly, Mr Miles also owned a 3500 GT coupe, chassis AM101 088. Upon selling 1129 on 18 July 1975, he records the car as being equipped with the engine from his Touring coupe. In 1977, ownership passed to Frank Wilbur of the United States. Wilbur then sold the car to Frank Mandarano's MIE Corporation in 1988; it then passed to noted Maserati collector Ivan Ruiz of Georgia later that year. Ruiz acquired the car with the bodywork stripped back to bare metal, and an extensive five-year restoration was immediately embarked upon. On completion, the car was entered in several concours events, culminating in a memorable class win at the prestigious Amelia Island Concours d'Elegance.

In 2007 the 3500 GT spyder returned to Europe, and further restoration work was carried out by Maserati specialists Ital-Auto of Stuttgart, Germany. An estimated 500-600 hours were expensed on the repaint alone, and at the same time, the earlier replacement engine, which has since been restamped to match the chassis, was rebuilt and the interior retrimmed in black leather.

The car is accompanied by its original tool roll, factory documentation, Maserati S.p.A. Certificate of Origin, detailed restoration records, and an original and extremely rare factory hardtop. Eminently usable, impossibly stylish, and nicely presented, it is equally qualified for open road or concours d'elegance alike.





172

○ 2018 FERRARI CALIFORNIA T 70TH ANNIVERSARY

CHASSIS NO.
ZFF77XJB000231547

£250,000 – £290,000

DOCUMENTS

UK V5

Offered from a private collection

70th Anniversary livery no. 22, the 'Lucybelle'

Inspired by the 250 Testa Rossa, chassis no. 0732 TR

Virtually as-new throughout with delivery mileage

On the occasion of their seventieth birthday, Ferrari chose to celebrate their rich history in a very thoughtful and imaginative way. Rather than create a special limited-edition model, Ferrari chose to show off their Tailor Made department by taking a batch of their existing production cars and finishing them in seventy distinct liveries celebrating seventy individual and significant cars across their seventy-year history. One of each model in production at the time—the 488 GTB, 488 spyder, F12 berlinetta, GTC/4 Lusso, and the California T—would be produced with each of the liveries, meaning every car produced was the only one of its kind.

Celebrating Ed Hugus's Ferrari 250 Testa Rossa, chassis number 0732, the 'Lucybelle' is certainly one of Ferrari's most eye-catching liveries bestowed on its 70th Anniversary models. Chassis number 0732 TR raced to a 7th overall finish at the 24 Hours of Le Mans in 1958, and Hugus's white-and-blue paint job was said to have been inspired by a yacht Hugus had seen earlier that year!

Boasting triple-layer *Bianco Italia* paintwork with dual *Blu Laguna* stripes, Hugus's racing number 22 appears on both the bonnet and doors. Inside, the California T is trimmed in black leather on the dashboard, transmission tunnel, and headliner, with contrasting red seats and door inserts. Its Goldrake racing seats are finished in *Rosso Ferrari Jeans Aunde* fabric, echoing the red fabric seats on Ed's Testa Rossa.



Further white details appear throughout the car, including the Cavallino Rampante on each headrest, the white rev counter, and white striping on the seats. While carbon fibre certainly wouldn't have appeared on Hugus's car in 1958, it is plentiful in the California T and can be found on the dashboard and steering wheel.

Built to European-delivery specifications in left-hand drive, this California T presents in virtually as-new condition throughout, have only covered delivery mileage since leaving the production line in Maranello. This is an excellent opportunity to acquire an as-new California T with a spectacular livery, celebrating a highly significant Ferrari





173

○ 2016 NOBLE M600 CARBONSPORT

CHASSIS NO.
SA9M60L39EF113017

£170,000 – £220,000

DOCUMENTS
UK V5

Offered from a private collection

Rare “CarbonSport” M600 with Maroon carbon-fibre bodywork

Virtually as-new throughout with only delivery mileage

A seldom-seen British-built supercar to contend with the best

Built in Leicester, the Noble M600 was first announced in 2009, ten years after the company’s founding, and sought to prove that Noble could compete with the likes of Ferrari, Lamborghini, and Porsche. Starting at around £200,000, it entered production roughly a year later, offering hypercar performance at supercar prices. With a 4.4-litre twin-turbo Yamaha-Judd V-8 at its heart that produced 662 bhp, performance was truly astonishing.

Tipping the scale at only 1,198 kg, this meant the M600 boasted a power-to-weight ratio of 558 bhp per tonne. The sprint to 60 mph will take just three seconds, and 120 mph will follow in just 8.9 seconds; Noble estimates a top speed of 225 mph. With no ABS or stability control, it is certainly not a car to take liberties with, but one that rewards talented drivers with thrilling performance. When Top Gear tested the M600, they found that it lapped their test track faster than both the Bugatti Veyron and the Pagani Zonda F Roadster, a truly incredible feat for such a small company.

Noble produces three distinct body styles available for the M600: the coupe, the open-top speedster, and the style offered here, the CarbonSport. The CarbonSport edition of the M600 enhances the vehicle’s visual appeal with a fully exposed carbon-

fibre body which can also be coloured upon request, like this example's Maroon-coloured carbon bodywork. This fully exposed carbon fibre required exhaustive attention to detail to ensure a perfect lay-up, meaning the CarbonSport was offered at a far greater price than the standard coupe, a list price of £360,000. Built for the 2016 model year and to left-hand-drive configuration, this is build number 009 for the M600 CarbonSport, as boasted by a plaque on the car's interior. This Noble's interior is beautifully trimmed in black leather with contrasting red stitching. Bringing the car's exterior colour scheme inside, the gearshift knob,

emergency-brake handle, and racing-harness openings in the seats are also finished in Maroon carbon fibre.

Despite the company's twenty-year history, Nobles have developed a passionate following and remain as an incredible alternative for someone looking for something that stands out amongst the usual supercar crowd. Boasting stunning Maroon carbon-fibre bodywork, this virtually as-new Noble M600 CarbonSport would surely be a thrill to drive and enjoy.





174

○ 2018 FERRARI 488 GTB 70TH ANNIVERSARY

CHASSIS NO.
ZFF79AMB000233691

£260,000 – £310,000

DOCUMENTS
UK V5

Offered from a private collection

'The Shah', one of just five Ferraris built
in this livery and the only 488 GTB

Single ownership from new

Virtually as-new throughout, having only
accumulated delivery mileage



To celebrate Ferrari's 70th anniversary in 2017, the marque decided that a proper way to celebrate would be to produce a limited run of cars finished in 70 different liveries all representing specific cars and models from the company's past. This would present a wonderful opportunity for Ferrari to celebrate their rich history while also showcasing the abilities of their Tailor Made department. Each livery would be featured on only one of each of Ferrari's five production models at the time: the 488 GTB, 488 spider, California T, GTC/4 Lusso, and the F12 berlinetta.

Built to LHD, European specifications, the livery on this 488 GTB was inspired by the 410 Superamerica bodied by Pinin Farina that was originally purchased by the Shah of Iran, Mohammad Reza Pahlavi, and given to his wife, Princess Soraya. To match the car that inspired it, the 488 GTB is finished in *Grigio Metallizzato* with a dark red roof over a matching dark red leather interior. Offered today from the collection of its original owner, the car presents in virtually as-new condition, having only accumulated delivery mileage.



While Ferrari has always proudly celebrated important anniversaries and milestones in their illustrious history, there's no doubt that the 70th Anniversary cars will hold a special place in the hearts and minds of fans for years to come.

Allowing Ferrari to flex its creative muscles and show its clients that the sky was truly the limit in terms of customization, not only do these distinct automobiles show that Ferrari is

very proud of its past, but they also showcase its excitement for things to come.

'The Shah' is certainly a very tasteful livery and one that suits this 488 GTB wonderfully. With only delivery mileage from new and offered from the collection of its original owner, this is the perfect opportunity for the collector who missed out on buying a 488 GTB when new.





175

1961 ASTON MARTIN DB4

CHASSIS NO. **DB4/566/L**
ENGINE NO. **370/586**

£310,000 – £350,000

DOCUMENTS
UK V5

One of only 125 LHD Series II DB4s built
U.S.-delivery example

Delivered new in rare colour combination of
Desert White over Black Connolly leather

The DB4 secured the Aston Martin legend not only in its own right, but through the lineage of exquisite cars that followed it. When it debuted at the Paris Motor Show in 1958, the DB4 stunned the motoring world thanks to the combination of elegant styling and 140 mph performance.



Carrozzeria Touring of Milan had utilised its Superleggera construction method using small-diameter steel tubes which were then clothed in aluminium panels to create the beautiful body. This was married to a platform chassis designed by Harold Beech in just six weeks. At its heart was an all-new 3.7-litre inline six-cylinder engine designed by Tadek Marek. Featuring twin SU HD8 carburetors, it delivered 240 brake horsepower at 5,500 rpm. The car also benefitted from all-round Dunlop disc brakes, which

were a rarity on road cars. Autocar's road testers concluded it was the fastest four-seater GT in production.

The Series II cars benefitted from window frames to reduce noise and improved engine mechanicals to improve reliability. It also featured a front-hinged bonnet that would become a style feature of subsequent Aston Martins. The design would also lead to the lightweight DB4GT and GT Zagato, which were both race winners,





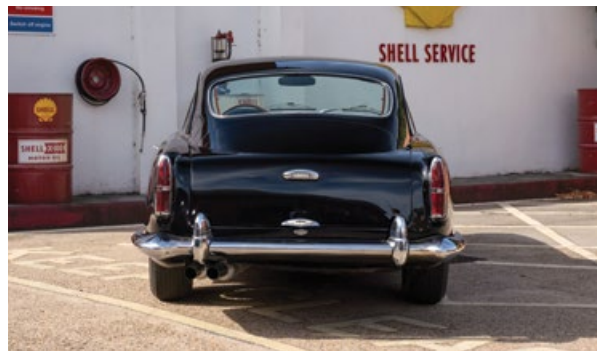


plus the legendary DB5 and finally the DB6. In total, 349 Series II DB4s were made, of which 125 were factory left-hand drive, as is the example offered here.

Chassis number DB4/56/L was delivered in March 1961 to Frederick Willcox of New Canaan, Connecticut, finished in Desert White over black Connolly leather trim. Options ordered from the factory included a limited-slip differential, chromed wire wheels, a heated rear light, driver's side wing mirror, and a Motorola radio.

It was considered lost by the Aston Martin community until it resurfaced in 2016. The DB4 was returned to Aston Martin Works for assessment, resulting in a full report for potential restoration and recommissioning. Today, the green-tinted glass is retained along with U.S.-specification lights. The bodywork is finished in Raven Black Super Lustre with black leather interior. The original dashboard has been retained, and a later air-conditioning system has been installed.

The DB4 represents a seminal moment in Aston Martin's history, and this vehicle represents an ideal opportunity to acquire an example that is ready to be reimagined according to the vision of its new owner.





176

1969 LAMBORGHINI MIURA P400 S COACHWORK BY BERTONE

CHASSIS NO. **4245**
ENGINE NO. **30419**

£800,000 – £1,000,000
OFFERED WITHOUT RESERVE

DOCUMENTS
German Fahrzeugbrief

Offered from single-family ownership since 1974

*Supremely original throughout, including
paintwork and interior*

Retains its original engine

Accompanied by numerous period documents

Arguably the most significant sports car of its era, the Miura catapulted Lamborghini into the same league as Ferrari and Porsche. It also made its designer, Bertone's Marcello Gandini, a household name in the automotive industry. Heralded by many as the birth of the supercar, the Miura looked like nothing else on the road, and its performance was equally impressive. The Miura quickly won the hearts and minds of all who laid eyes upon

its exotic shape. With its otherworldly looks and extraordinary performance, the Miura became *the* car of rock stars, playboys, and wealthy eccentrics alike.

The result of continuous improvement over the production run of the P400, the P400 S was first made available in 1968. With its engine now producing 370 bhp care of higher-lift camshafts with revised timings and the fitment of four Weber 40IDL-3L carburetors, the Miura S also boasted updated brakes to compensate for the additional performance, as well as a handful of other additional changes. Cosmetically, the P400 S gained higher-quality interior trim and a revised instrument layout with power windows.

Despite being completed by Lamborghini in September 1969, chassis number 4245 wasn't acquired by its first owner, Walter Becker of Nürnberg, Germany, until 1971. Sporting Giallo Flay paintwork over a Skay Bleu interior, this Miura was designed for an eccentric personality, which Becker certainly was. The owner of an advertising agency, Becker had a reputation for being a playboy. He owned the Lamborghini until 1974, when it was purchased by its second owner, from whose family it is being offered today.

Hans Peter Weber of Freiburg was no stranger to fast cars. He previously owned a couple of Porsche 911s and often took them racing with his brother, Karl Gerhard Weber, in the late



Chassis number 4245 on the day it was acquired by Mr Weber in 1974, photographed in Nürnberg.
Courtesy of the owner

1960s and early 1970s. Purchasing the Miura directly from Mr Becker, Karl remembers collecting the car from Becker, who was wearing a silk bathrobe, and that Becker had quite a sizable collection of cars.

As one would expect with such a spectacular car, the Miura was Hans Weber's pride and joy and used only on special occasions. When asked about the car and his uncle, Hans Weber's great-nephew recalled that 'Whenever my uncle Hans-Peter arrived with his Miura, we could hear him minutes before, as the sound of the engine was traveling fast...I remember my uncle's female co-drivers. They always had to wear a bright yellow top and blue jeans to match the colors of the car!' Another vivid memory was of one occasion where the Miura went to visit Karl Weber's wife's family in Cremona, Italy. The family was thrilled with the

car, and Karl commented that 'We took the car for a jaunt with literally every member of the family, including my eighty-year-old grandfather.'

The Miura S would go on to be Hans Weber's most cherished possession for just over four decades, until his passing in 2015. Driven and enjoyed up until his death, the car was picked up by his brother Karl and put into his barn, where it was placed in storage. The Miura has remained in storage and would require further servicing should its next owner seek to enjoy it on the open road.

Having been regularly maintained during Hans Weber's ownership yet never fully restored, chassis 4245 remains in spectacular condition throughout. The car retains its original engine and still sports its original *Giallo Flay* paintwork. The original *Skay Bleu*



One of Mr Weber's girlfriends as photographed with the Miura near Freiburg.
Courtesy of the owner

interior presents beautifully, showing the attractive patina of 40 years of careful use. The only two deviations from original are the addition of front indicators and Schroth four-point seat belts. Importantly, a number of original documents accompany the car, such as the original 1971 German registration (*Pappdeckelbrief*), the original license plates from Mr Becker and Mr Weber's ownerships, the original service book, as well as documents from Hans Peter Weber's ownership, including correspondence with the Lamborghini factory.

Ownership of a Lamborghini Miura is a dream that few enthusiasts realize. With many examples driven hard by their fortunate owners when new, finding one in unrestored and highly original condition is exceedingly difficult. Finding such an example that has been preserved in exceptional original condition by just two careful owners from new is next to impossible. Undoubtedly one of the most remarkable examples offered in recent memory, this stunning Miura S would be a prized addition to any significant collection worldwide.







Achtung
Grundstück wird
wiederbewohnt



177

1974 MASERATI BORA 4.7

CHASSIS NO. **AM117 223**

ENGINE NO. **AM117 223**

£120,000 – £140,000

DOCUMENTS

UK V5

One of only 42 RHD Maserati Bora 4.7s built

Comprehensive two-year restoration by McGrath Maserati with nearly £140,000 in invoices

When Citroën acquired Maserati in 1968, the first order of business at Maserati, as directed by President Pierre Bercot of Citroën, was to begin an immediate rejuvenation of its model lineup. With their cars outdated by the advancing mid-engined supercars of their competitors, a quick change was necessary. Maserati's Guy Malleret and Giulio Alfieri Maserati immediately followed orders to produce a brand-new mid-engined GT.

When unveiled to the public at the Geneva Auto Show in 1971, the Bora was the first completely new Maserati in almost a decade. Styled by Giorgetto

Giugiaro's Italdesign, it was an exciting and very capable Grand Tourer. While its main competitors, the De Tomaso Mangusta and the Lamborghini Miura, were focused on uncompromising performance and were not very comfortable on long journeys, the Bora was built specifically to be effortless and easy to drive on both highways and twisty roads while retaining a larger luggage space.





In total, from 1971 to 1978, only 289 Bora 4.7s were built, and of those, only 42 were built to RHD specifications. Chassis number AM117 223 was completed by the factory on 1 July 1974 and delivered to Slough. According to the purchase invoice, the car was ordered with the optional right rear-view side mirror, air conditioning, and the radio assembly predisposition and finished in *Bleu Ischia* with a *Bianco* leather interior.

Subjected to an extensive two-year restoration by the specialists at McGrath Maserati, this Bora is now in impeccable condition, with work having been completed in 2011. Finished now in *Rosso Fuoco* over *Bianco* leather, it's the perfect choice for the discerning driver or Maserati enthusiast.





178

○ 2017 ASTON MARTIN VANQUISH ZAGATO COUPÉ

CHASSIS NO.
SCFLLCPZ7HGJ33398

£400,000 – £550,000

DOCUMENTS
UK V5

Single ownership and virtually as-new throughout with delivery miles

The 19th of 99 examples built, the serial number matching the exact number of DB4 GT Zagatos produced

Serviced by HWM Aston Martin in May 2019

Accompanied by its original luggage

Amongst the most celebrated partnerships in the automotive world, Aston Martin and Zagato have only collaborated a handful of times over the course of both companies' illustrious histories, but those automobiles that they have created together are considered to be amongst the most desirable Aston Martins in existence.

This was to be no different for the introduction of the Vanquish Zagato, first unveiled in 2016

at the Concorso d'Eleganza Villa d'Este on the shores of Lake Como. The Vanquish Zagato bears a number of design hallmarks from its coachbuilder, including Zagato's famous 'double bubble' roof and signature wraparound glass. Elements such as the grille shape and side strake that runs from the wheel arch to the door remain wholly Aston Martin; hints of the track-only Vulcan and road-going One-77 shine through in the 'bladed' LED taillights and the side mirrors that appear to float in the air.

Despite the car's very much one-off flair, Aston Martin approved the Vanquish Zagato for limited production, alongside Vanquish Zagatos in convertible, roadster, and shooting-brake body styles. Only 99 of each would be built at Aston Martin's Gaydon, Warwickshire, factory, with each example being individually numbered.







Delivered new to its native UK market in February of 2017 and offered from the collection of its first and only owner, this Vanquish Zagato Coupé is finished in Scorching Black paintwork and features the desirable Villa d'Este package, an option costing over £16,000. This package consists of badges, wheel spokes, and side strakes finished in gold, a theme which is continued within the car, and the dashboard vents, centre console switchgear, and steering wheel also feature gold trim. Inside, the car boasts black aniline leather with brown highlights and a colour-keyed One-77 steering wheel.

Amazingly, the car has been driven only 22 miles as of cataloguing and remains in virtually as-new condition throughout. Invoices on file show that the car has been serviced regularly by HWM Aston Martin, once for its first service in May of 2018 and for an annual service exactly one year later this May.

Beautifully blending Italian style and British craftsmanship, the Vanquish Zagato will surely remain desirable for years to come and will be remembered as a worthy addition to Aston Martin and Zagato's respective résumés. This well-specified example certainly stands out from its peers and would be a thrilling addition to any collection of Aston Martin, Zagato-designed automobiles, or modern supercars.





179

2000 BENTLEY CONTINENTAL T

CHASSIS NO.
SCBZU26E8YCH67203
ENGINE NO. **90065L410M/T1W**

£65,000 – £75,000

DOCUMENTS
UK V5

One of just 104 Continental Ts built to RHD specifications
Less than 29,000 miles from new

Bentley returned to its glory days with the Continental, which revived the marque after generations of association with Rolls-Royce. Harkening back to the era of the Bentley Boys was the uncompromising Continental T. The development team took the standard car, which had been styled by John Heffernan and Ken Greenley—whose pedigree included the Aston Martin Virage—and shortened it by four inches to improve handling.

The T was a brutal hand-built statement of intent, boasting a £250,000 price tag that made it the most expensive car in the world. *Road & Track* magazine described it as 'totally over the top'. Among the buyers were Formula 1 world champion Nigel Mansell and an Arab crown prince. Another commissioned his own book about the car.

Built between 1996 and 2002, the T featured flared wheel arches hosting 18-inch alloy wheels, twin turbos and intercooler, an uprated Zytex engine management system, and stiffened suspension. While early production cars boasted engines producing 400 bhp, Continental Ts built from 1998–2003 were graced with 20 additional horsepower, raising top speed to 168 mph. In total, just 322 examples were built, with only 104 of these built to RHD specifications.

This example left Crewe in dark green with acres of beige leather piped black and a dual-tone dash. It has been used sparingly, with the odometer displaying just 28,807 miles, and has been with the vendor since 2012. The deep paintwork is blemish-free and the interior as new. Fastidiously maintained, it boasts a documented service history contained in the original service booklet, with recent services by Frank Dale & Stepsons. The Continental T was among the last and rarest analogue Bentleys and remains desirable today.



1988 PORSCHE 928 S4 SPORT

180

Special one-year-only, UK market 928 S4 Sport

The first of just 42 produced for the model year

The only example built from new for racing, piloted by Tony Dron

The 1988 Porsche 928 S4 SE (Sport Equipment) was a limited production run of 42 right-hand-drive cars for the UK market. Closely related to the predecessor 1987 Clubsport model (left-hand drive only), the 928 SE was offered in limited colours of Grand Prix White, Guards Red, Black, and Silver Metallic.

In addition, cars were fitted with lightweight forged alloy wheels, sunroof delete, and a special exhaust system. A limited-slip differential, a close-ratio five-speed manual transmission, sport suspension, and a specially tuned 320 hp, 32-valve engine with higher-profile camshafts were also included. Electrically height-adjustable sport seats in black leather with special black/red pinstripe cloth inlays and red piping add to the unique vehicle.

This 928 S4 SE is car number one of the 42-car production run and was ordered by AFN, Ltd. with

Porsche AG for the sole intention of racing. Marque specialists have confirmed that this car is unique from the balance of the production run with respect to its gearbox type, rear wiper delete, and reduced soundproofing. A Porsche Certificate of Authenticity confirms the engine to be original.

Porsche claimed 0–100 km/h in 5.6 seconds, a significant improvement over the stock car's 5.9-second time. This car also competed in the Porsche Production Championship in 1988 and 1989 with Tony Dron as the exclusive driver, while BF Goodrich used it as a poster car for their marketing. Prior to being the possession of the consignor, the vehicle resided in the Lake District with the same family since 1998.

It comes complete with extensive documentation too numerous to list, but includes a fresh MOT; a framed poster, #4 of 100; numerous period magazines, racing photos, and documentation; factory driver's manual and service book; and a large file of service and repair invoices from 1998–2016.

CHASSIS NO.
WPOZZZ92ZJS841630
ENGINE NO. **81J00983**

£60,000 – £90,000

DOCUMENTS
UK V5



181

1958 ASTON MARTIN DB2/4 MK III DROPHEAD COUPÉ

CHASSIS NO. **AM300/3/1522**

ENGINE NO. **DBA/1138**

£380,000 – £420,000

DOCUMENTS

UK V5

U.S.-specification example, delivered new to California

Retains its original engine

Correct period upgrades

The DB2/4 defined forever the essence of what an Aston Martin should be, and later-production examples were the best of their kind. By 1958 the David Brown era was well under way with international competition success and a new base at Newport Pagnell.

The DB2/4 had achieved success on international rallies and attracted high-profile buyers, including the kings of Belgium and Jordan, plus land speed record holder Donald Campbell. Styling cues including the grille and dashboard designs would continue into the later DB line of cars.

The DB2/4 Mk III had been refined through development and now featured a 2.9-litre engine redesigned by Tadek Marek, which customers could order in standard form or in two levels of tuning. It benefitted from better seats and was available as either a coupe or as a Tickford drophead convertible of which just 84 examples were made. *Road & Track* described it as 'a car for connoisseurs'. Production would end in 1959 with the arrival of the DB4.

The car also played a role in Ian Fleming's novel *Goldfinger*, starting the marque's association with James Bond.





The car presented here left the factory as a LHD example with a four-speed manual gearbox finished in Deep Carriage Green with light cream Connolly leather, black Everflex roof, and whitewall Avon tyres. It was delivered on 2 July 1958 to Hans Baruch of Berkeley, California. Still in California, it was purchased in 1999 by a Californian collector of 1950s sports cars.

He commenced a restoration and took the opportunity to enhance its specification with period upgrades. This was based on exacting research that included correspondence with the

original Aston Martin U.S. service engineer—which is retained with the car. Invoices detail engine upgrades including new intake valves, exhaust valves, and bronze guides.

After the completion of the restoration, it was used for touring and featured at a number of concours events. Today the car is presented in light grey blue with matching leather interior and navy hood tonneau, with the odometer reading 78,000 miles. This fabulous example of a David Brown-era convertible is ready to be enjoyed by another Aston Martin enthusiast.





182

□ 1999 BENTLEY CONTINENTAL SC

CHASSIS NO.
SCBZZ22EXXCX65021

£125,000 – £145,000

DOCUMENTS

Form 13.20A

Offered from the Youngtimer Collection

One of only 73 Continental SCs built

U.S.-specification example, delivered new to California

Less than 13,500 miles from new



The Bentley Continental Sedanca Coupe was unveiled to the public in September 1998 and revived a name that had been dormant since the 1920s and 1930s. Specifically, 'Sedanca' referred to the removable roof section above the driver and front-seat passenger that permitted early car enthusiasts to experience open-air motoring with the convenience of a closed cabin when required. For the modern interpretation, Bentley incorporated a highly advanced glass roof design that permitted levels of refinement unimaginable to the drivers of its predecessors, with two removable glass front panels and a further fixed glass panel over the rear seats. When not in place, the panels store into a compartment in the boot.

Mechanically, it was based upon the concurrent Continental T Mulliner and featured the same

shortened wheelbase, wider front and rear wheel arches, and fettled 6.75-litre turbocharged V-8 engine, producing 420 bhp and a staggering 881 Nm of torque. The sprint to 60 mph was dispatched in a shade over six seconds, and flat out the car could achieve 170 mph. Unsurprisingly, with a price tag of £257,325 at launch, the car was the reserve of the very well heeled indeed, and just 73 were produced.

This particular Sedanca Coupe has spent the majority of its life in the USA, and it was first delivered to California in 1999. It resided there until late 2001, when it was purchased showing 3,261 miles by a gentleman from New York who subsequently enjoyed the car for ten years, during which time he covered just under ten

thousand miles. More recently, it passed into the ownership of a gentleman in Utah, who purchased the car in 2011 when it had covered 12,162 miles. Its current owner acquired the car in late 2016 and exported it to Switzerland with a mileage of 13,427, and despite seeing little use since, it has always been maintained correctly. It is specified in metallic black with chrome wheels and sandstone leather interior, complemented by turned aluminium dashboard and trims.

The Continental R-based Bentleys were the last of the hand-built Bentleys, and the Sedanca Coupe is the jewel of the series. They are rarely offered on the open market, and this low-mileage example is worthy of serious consideration.





183

□ 1974 JAGUAR E-TYPE SERIES 3 V-12 ROADSTER

CHASSIS NO. **1S 2822**

£120,000 – £140,000

OFFERED WITHOUT RESERVE

DOCUMENTS

US Title Vin

The final regular-production E-Type roadster
Offered from twenty-five years of single ownership
Full, recent restoration to original colour scheme
Truly a significant automobile in every right

The evolution of the iconic Jaguar E-Type culminated in what many consider to be a truly lovely driver's car, equal parts sporting and luxurious. The challenge of updating what Enzo Ferrari called 'the most beautiful car ever made' was driven by demand from U.S. customers who loved the six-cylinder sports car but wanted more interior room and refinements like air conditioning. At the same time, Jaguar's engine team were developing a more refined version of its V-12 engine that had been destined for Le Mans.

The firm's technical director, William Heynes, pushed for the new engine to feature in an extensively redesigned E-type. The new car, the Series III, launched in 1971, boasting the world's only mass-production V-12, producing 266 bhp—enough to propel the roadster to 146 mph with a 0–60 mph time of 6.4 seconds. The new car featured wider tyres, wider track, power steering as standard, and more powerful brakes. Options included a range of radios, seat belts, and Sundym tinted glass.

Jaguar decided to end E-Type production in style in 1974. Each of a final run of 50 black roadsters, known as the 'E-Type Commemorative', featured a commemorative plaque bearing a facsimile of Sir William Lyons's signature. The very last of these, chassis 2872, went straight to Jaguar's museum,



where it remains today. The E-Type presented here is the last regular-production E-Type to leave the Brown's Lane production line, excluding the commemorative run, chassis 2822.

Built to right-hand-drive specifications, it was ordered in British Racing Green with tan leather interior and manual gearbox. Purchased by its current owner in 1994, the car spent most of its last twenty-five years at the consignor's holiday home in Hawaii, where it was well preserved and used sparingly. Having been shipped to the consignor's home in Austria in 2015, a full restoration was commissioned, which took three years

to complete, culminating in a refinishing in its original British Racing Green, along with new tan upholstery.

Notably, it features the correct period chrome wire wheels and an upgraded wooden steering wheel. Original instruments and other original features have been retained. Incredibly, it has not been driven since, but has been carefully preserved to ensure it remains in excellent condition.

Needless to say, this is a historically significant Jaguar that would stand proud in any collection.





184

□ 1958 ASTON MARTIN DB2/4 MK III

CHASSIS NO. **AM300/3/1653**

ENGINE NO. **DBA/1274**

£120,000 – £150,000

DOCUMENTS

Kuwaiti Vehicle Registration Document

The ultimate evolution of the David Brown Feltham cars

Rare factory left-hand drive; one of under 100 built

An excellent candidate for restoration



The landmark DB2, considered by many the first 'real' post-war Aston Martin, was introduced in May 1950. The ultimate and most highly refined variant, the DB Mark III—the '2/4' designation was eventually dropped—was introduced in March 1957 and produced through July 1959 in both fixed and drophead coupé form. While the later DB5 is most often associated with James Bond, Ian Fleming's

original novel *Goldfinger* actually had 007 driving a DB Mark III. In fact, the Mark III was the only car in his books equipped with the 'Q-Branch' lethal gadgets Bond fans associate with Aston Martins.

Newly hired to Aston Martin, engineer Tadek Marek was given the task of thoroughly revising the six-cylinder engine, increasing output substantially.



Known as that DBA engine, at the time it was stated to produce 162 bhp. Other mechanical changes concerned the brakes; for the first time, front disc brakes were offered as standard, though only after the first 100 Mk IIIs.

Styling and body fittings were also updated, most notably with a new DB3S-style grille opening, courtesy of Frank Feely. This style grille would become a trademark of Aston Martin and has

continued through present-day models. For many, the Mk III was the most beautiful road-going Aston Martin yet.

Presented as an excellent opportunity for a restoration, offered here is chassis AM300/3/1653, which is a rare factory original left-hand-drive model, perfect for the Aston Martin fan who wants a project that could become the ultimate concours winner, a lovely Sunday driver, or even an ode to Ian Fleming.





185

1977 PORSCHE 911 2.7 'SAFARI'

CHASSIS NO. **9117301316**

ENGINE NO. **6379176**

£60,000 – £80,000

DOCUMENTS

Spanish Permiso de Circulacion

Stunning recreation of the iconic Safari Rally Porsches

Modified 2.7-litre engine with 915 manual gearbox

Full roll cage and central fire extinguisher fitted

The Safari Rally, originally known as the East African Coronation Safari, was a legendary rally race held annually in Kenya. With a covered distance in excess of 5,000 kilometres through the harsh landscape of the Kenyan desert, it was a demanding test of both man and machine, a test that Porsche was to contest several times in the 1970s. Built as an homage to the 1979 entry, the incredible machine on offer here faithfully recreates the appearance and performance of that iconic competition Porsche.

The basis for the project was a rust-free 1977 Porsche 911 2.7. The car was carefully dismantled,

and the existing paint was removed so as to not interfere with the factory anti-corrosion coating. It was then subjected to some 300 hours of work to reinforce the body and suspension attachment points. During this process the body structure, including the doors, was extensively lightened. A 10-point roll cage was also installed at this time. The stock interior was also completely eliminated, with polycarbonate windows being fitted to further reduce weight.

Every area of the suspension system was then specially modified or built from scratch to raise the car approximately 12 centimetres above the stock ride height. The front and rear shock absorbers were scratch-built by a Bilstein specialist, with thicker and reinforced tubes and longer travel to better overcome obstacles and to have more grip

in the dirt roads and jumps. Consequently, this Porsche is highly capable on even the roughest of roads.

The car is powered by a modified 2.7-litre engine backed by a specially prepared 915 manual gearbox with special aluminum racing clutch kit. Carburetion is provided by specially modified Weber carburetors. In preparation for the upgraded engine, a special engine-oil cooler was fitted in the front of the Porsche.

This iconic Porsche 911, which weighs just 960 kilograms fully loaded, is sure to provide an exhilarating driving experience.

It has already been proven in the hands of several professional racing drivers and is fully ready for any road or terrain in the world. Like the original Safari cars, it is fitted with Oscar headlights, a roof rack made to measure and designed for raids or safaris equipped with a gasoline drum, a spare wheel, plates to get out of mud or sand, shovel, and a pneumatic jack that works with the exhaust gases to get out of any situation.

You'd be hard-pressed to find a more attractive and more capable Porsche anywhere in the world.





186

1972 PORSCHE 911 2.4 T

CHASSIS NO. **9112100026**

ENGINE NO. **6123812**

£70,000 – £90,000

DOCUMENTS

Proof of EC Taxes Paid

A beautifully presented example

Over €55,000 in restoration invoices on file

**Presented in gorgeous medium grey
with black leather interior**

After the fourth-series 356 model, referred to as the 'C', made its debut in 1964, Porsche's next model, the 911 series, was already on Ferdinand 'Butzi' Porsche's drawing board. The new Porsche remained rear-engined with a unit-body chassis, but the four-cylinder was replaced by a smooth two-litre air-cooled flat-six mated to a four- or five-speed all-synchromesh transmission.

The 911 was introduced at the Frankfurt Auto Show in September 1963, meeting all the criteria set out by Dr Porsche. It resembled the previous model

but was more powerful, smoother, quieter, and had more space for people and luggage than the 356. The 911 body was functional and breathtakingly attractive in an ageless design that has remained remarkably consistent and incredibly pure to the original design right up to the current 911 offerings.



By 1972, the year of the attractive and fully restored example presented here, the engine displacement had been increased to 2,341 cc (2.4 litres) which produced 140 hp in the 911 T version. An interesting feature for the 1972 model year was that all 911s for that model year boasted an external oil-filler cap on the right-hand side in addition to the usual fuel-filler cap at the front left. This would lead to confusion at petrol stations, so the external oil-filler cap was removed for the following year, making this a one-year-only feature. Acquired by the current owner from a vendor in California roughly five years ago, at the time the 911 T was purchased as a restoration project and subsequently shipped home to Spain.

There, the 911 T underwent an extensive restoration and is presented in incredible condition today. Taken to bare metal and properly prepared with new metal where required, it was then painted in a gorgeous shade of medium grey and upholstered in black leather with black carpeting. Providing a beautiful contrast to the paint, a proper set of polished Fuchs wheels complete the car's iconic good looks.

With photographs and invoices chronicling the restoration over the course of the past two years, this 911 is ready to be driven and enjoyed by its next lucky custodian.





187

□ 1975 BMW 3.3 Li

CHASSIS NO. 3090279

£60,000 – £80,000

DOCUMENTS

Swiss Carte Grise

Offered from the Youngtimer Collection
Recent comprehensive restoration

BMW's decision to stretch the wheelbase of the "New Six" or E3 chassis, which had been on sale since 1968, was in direct riposte to Mercedes-Benz's launch of their W116 S-Class in 1972. Based upon the highly rated E3 3.0S, the resulting 3.3 Li featured the same chassis lengthened by four inches and a stroked six-cylinder engine to achieve the capacity increase to 3.3 litres. Power of 190 bhp was available at 5,500 rpm, and the additional torque on offer ensured that progress was swift and effortless, especially when channelled through the standard four-speed automatic gearbox. Indeed, despite being smaller than the S-Class in absolute terms, the 3.3 Li was more than a match in terms of luxury, boasting air-conditioning, leather upholstery, electric sunroof, and first-class stereo as standard.

This 3.3 Li was produced in 1975 and specified in Anthracite Grey Metallic paint with tan leather



interior and wooden trims. It presents in fantastic condition outside, inside, and underneath, largely thanks to a comprehensive restoration undertaken in Germany in 2014. It was acquired by its current owner soon after the work had been completed and has since covered less than 1,000 km. It is accompanied by original sales brochures, owner's manuals, complete toolkit, and a detailed log of all works undertaken since the completion of the restoration. This would be a fine addition to any BMW collection or equally as a stand-alone classic.





188

1976 CHEVRON B36

CHASSIS NO. **CH-76-02-WH1**
ENGINE NO. **XM02502101091**

£180,000 – £220,000

DOCUMENTS

Bill of Sale

One of approximately 21 examples built

Campaigned in period by the French privateer team ROC, including four appearances at the 24 Hours of Le Mans

First in Class at the 1977 and 1978 Le Mans

More recently freshened with a new racing tub; accompanied by the original racing tub

Beautifully presented in the correct Pierre du Nord sponsorship livery

Documented with history by racing historian John Starkey

British race car builder Chevron developed its series of competition spyders in 1976 with the B36. Fitted with an array of engines from Cosworth to Mazda rotary powerplants, the B36 was built in a modest quantity of approximately 21 examples through 1978, though the model continued to see first-line racing action through the late 1980s.

Fiercely competitive on circuits from America to Japan during the 1970s, the Chevron epitomized the brilliance of the ground-effects era, employing a large rear wing and front splitter to keep the fibreglass-shelled monocoque glued to the track. The B36 achieved overall victory at the 1977 Targa Florio, also winning at venues like Suzuka, Fuji, and Vallelunga.

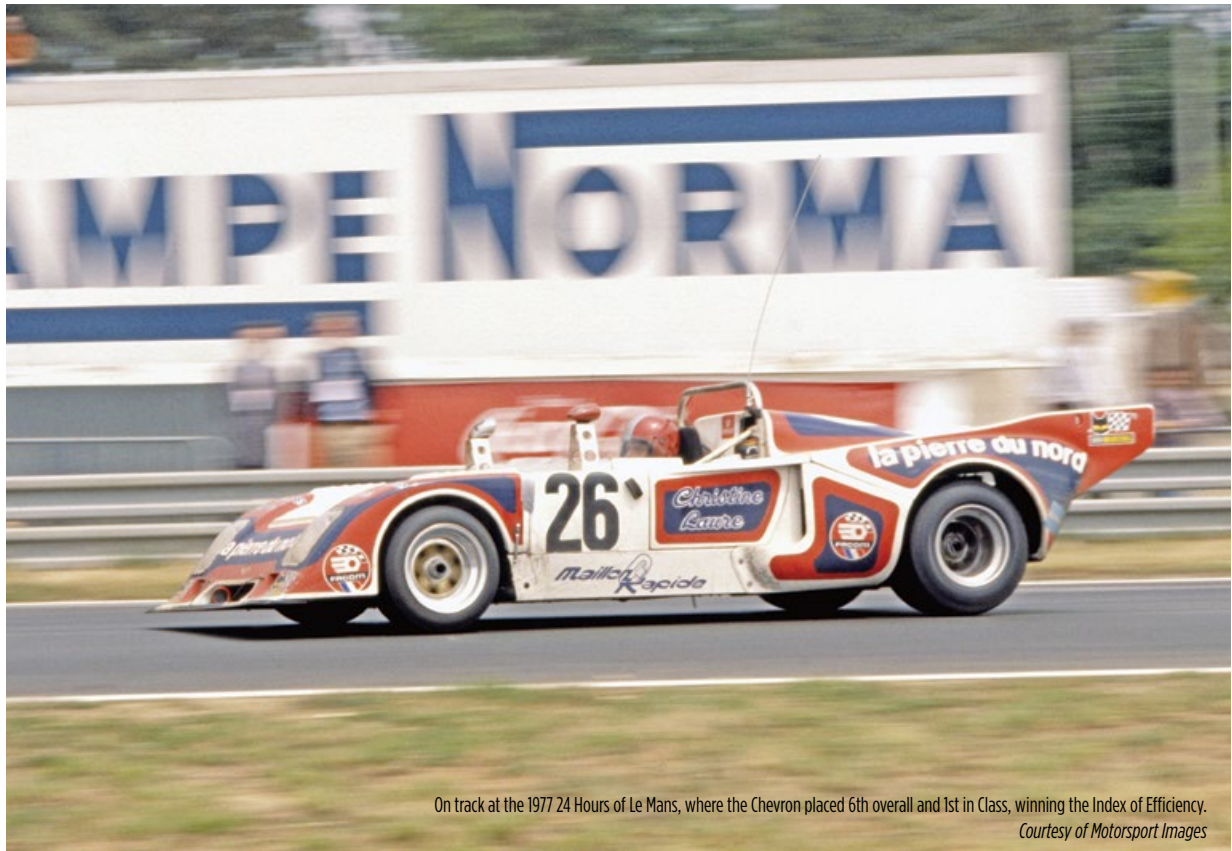
This prodigious Chevron was one of three examples delivered new to the privateer team Racing Organization Course (ROC), a French outfit helmed by one-time Formula 2 driver Fred Stalder. ROC equipped the cars with four-cylinder Chrysler-Simca racing engines prepared at its facility in Le Bouchillons.

At the 24 Hours of Le Mans in June 1976, chassis no. B36-76-02 was driven by Stalder, Albert Dufréne, and Alain Flotard for 241 laps before a broken oil pump forced an early retirement. At Le Mans a year later, ROC ran the B36 again, and Michel Pignard and Dufréne finished 6th overall and 1st in Class, placing first in the Index of Efficiency. The 1978 Le Mans proved nearly as successful as the Chevron roared to 11th overall and 1st in Class, driven by Pignard, Laurent Ferrier, and Lucien Rossiaud.

By 1979 the B36 understandably began to be eclipsed by more advanced race cars and was disqualified at Le Mans that year for not covering sufficient distance. The spyder was then entered in various events around Europe for the next two years, finishing 4th overall at the Vallelunga 6 Hours in September 1979 and 7th at the Dijon 1,000 KM a year later.

Around 1982 the Chevron was sold to privateer Thierry LeJeune, and he entered the car in hill-climb races over the next two years before campaigning in French Group 6 events from 1984 through '86, finishing as high as 5th. The B36 was acquired by Gerard Burggraff in 1987 and used in historic racing events before passing in 1990 to Belgian enthusiast Jean Blaton.

Sold in 2003 to the consignor, the Chevron has been fitted with a new racing tub and is currently equipped with a period-correct Cosworth BDG four-cylinder engine. The B36 is beautifully finished, featuring the proper period Pierre du Nord sponsorship livery. An ideal candidate for vintage racing, the Chevron competed at the Le Mans Classic in 2004, 2006, and 2008, where it finished 1st in Class, reliving its period successes. Campaigned in the Classic Endurance Racing Series for several years, the car also saw several podium finishes in the VdeV Historic Series. Needless to say, the Chevron would make a superlative addition to any sporting collection.



On track at the 1977 24 Hours of Le Mans, where the Chevron placed 6th overall and 1st in Class, winning the Index of Efficiency.
Courtesy of Motorsport Images



189

□ 1995 MERCEDES-BENZ E60 AMG

CHASSIS NO.
WDB1240361C213356

£120,000 – £145,000

DOCUMENTS

Swiss Carte Grise

Offered from the Youngtimer Collection

Believed to be the last of approximately 45 E60 AMGs built

Japanese-delivery example

Desirable Sapphire Black paintwork
over Black and Grey leather



The Mercedes W124 series is regarded as one of the finest models to have come out of Stuttgart in the 20th century. Launched in 1985, it had the unenviable task of replacing the popular W123, which had been revered for its almost indestructible build quality. Thankfully, the new E Class did not disappoint. Styled by the legendary Bruno Sacco and featuring innovations that were subsequently adopted by nearly all its competitors, it became the standard and proved immensely popular whether in saloon, coupe, estate, or convertible form.

At the very top of the mainstream W124 family tree was the 500E saloon, launched in 1990 and outfitted with the 5.0-litre M119 V-8 engine from the 500SL roadster. It was created in close collaboration with Porsche, who were commissioned to redesign the W124 chassis to accept the new engine and

simultaneously rework the suspension and brakes to ensure that the 322 bhp on offer would not overwhelm the chassis. It took the teams at Porsche's Reutter-Blue plant and Mercedes' Sindelfingen assembly line a painstaking 19 days to hand-build each example, but the result was one of the iconic cars of the 1990s, a true wolf in sheep's clothing, immortalised in films such as Luc Besson's *Taxi* (1998).

Perhaps due to this success, Mercedes also decided to introduce a very special and very limited W124 to trump even the 500E: the E60 AMG. Boasting an even higher price, it was a 500E (now E500) sprinkled with the finest components that the engineers at Affalterbach could shoehorn into the W124: a hand-built 6.0-litre version of the M119 V-8 engine, uprated AMG suspension, an AMG exhaust system, 17-inch EVO-II alloy wheels, and sports

interior that together make up the '957 AMG Technik-Paket' option code on the build sheet.

Exact production numbers are hard to come by; many 500Es were converted to E60 specification during their early lives, but it is believed that approximately 45 'real' E60 AMGs were made, solely evidenced by the 957 code on their build sheets. This particular example is one such car, and its late chassis number is believed to make it the last E60 that Mercedes-Benz produced. Sold new to Japan and exported to Switzerland in 2016, it features all the aforementioned AMG upgrades, as well as the desirable colour scheme of Sapphire Black with a two-tone Black and Grey leather interior, and is equipped with a sliding sunroof. Incredibly rare and extremely desirable, this is an acquisition opportunity that should not be overlooked.





190

□ **2009 BENTLEY BROOKLANDS**

CHASSIS NO.
SCBCC41N89CX13989
ENGINE NO. **201604**

£125,000 – £150,000

DOCUMENTS
Form 13.20A

Offered from the Youngtimer Collection

U.S.-specification example

Two owners and less than 1,700 miles from new

One of only 426 examples produced

To many, the most desirable and celebrated Bentleys have always been the marque's elegant, hand-built, two-door coupes, such as the R-Type Continental of the 1950s. Following in that car's footsteps was the Brooklands, which was first introduced to the public at the 2007 Geneva Motor Show. Requiring some 650 man-hours to build, this was to be Bentley's flagship model and one that hearkened back to the marque's glory days.

At the time, it boasted the most powerful V-8 engine ever fitted to a Bentley. The Brooklands'

6.75-litre, twin-turbo powerplant produced 530 bhp at 4,000 rpm, making for a 0–60 mph time of 5.0 seconds, exceptionally fast when considering it tipped the scales at 2,650 kg! Bentley initially planned for 550 examples to be built; however, only 426 were built by the time production ended.

Purchased new by a collector based in Seattle, this Brooklands was delivered through Bentley of Beverly Hills in November of 2008. Beautifully outfitted in Black paint with a tan leather interior, it is supremely outfitted for long-distance touring, perfectly comfortable for four adults and their luggage to cross continents in leaps and bounds.

Regular service is evidenced by the stamps present in the accompanying service manual, showing services every two years until January of 2016 at

1,612 miles. In June of 2016, the car was sold to its current and second owner and subsequently imported to Switzerland, where it has remained ever since. During this time it has remained largely in storage and has received an oil change by the owner's own mechanics in July of 2019.

Having travelled less than 1,700 miles from new, the Brooklands presents in exceptional condition throughout. Accompanied by its original owner's manuals, including the aforementioned service

manual, it also retains two boot-mounted Bentley umbrellas, in addition to previous U.S. ownership information, as well as a clean CARFAX report.

Considered by many to be the most collectable Bentley made thus far into the 21st century, the Brooklands represents Bentley at its very best and is considered by many to be a modern classic. Benefitting from just two owners and less than 1,700 miles from new, finding a better example would certainly be difficult.





191

1948 PACKARD SUPER EIGHT CONVERTIBLE VICTORIA

CHASSIS NO. **2279-3404**
ENGINE NO. **G405480**

£60,000 – £80,000

DOCUMENTS

Austrian Vehicle Registration Document

Formerly used by South African Prime Minister Jan Smuts
Nicely presented in correct colours

A superb driving automobile

Following WWII, America's independent auto manufacturers worked feverishly to beat the 'Big Three' to market with completely new designs, and Packard was no exception. Packard's first all-new post-war car, the 22nd Series, debuted on 25 July 1947. They were styled at Briggs Manufacturing Company, Packard's body supplier, under chief designer Albert Prance, and the new style combined the slab-sided modern idiom with a horizontal version of Packard's traditional grille. The first model to enter production was the Convertible Victoria, which was a body style that had been absent from the catalogue since the war.

The new streamlined Packard received its share of accolades in the day. The Fashion Academy of New York deemed it the Fashion Car of the Year, and it was awarded prizes at shows in Caracas, Luzerne,

Sofia, and Monte Carlo. The 'bathtub' Packards were somewhat polarizing in the period but are recognized today as some of the most beautiful and pure designs of the years immediately following World War II.

This beautiful 1948 Packard Super Eight Convertible Victoria carries with it a nearly unmatched historical significance. A right-hand-drive example, it was exported to South Africa for use as an official car for South African Prime Minister Jan Smuts. Smuts was a South African soldier, general, and statesman who served as the second prime minister for the nation, including during the Second World War. Of particular interest is that Smuts represented South Africa during the creation of the United Nations. Photographs exist of him riding along in the car during parades.

This car was used by Smuts during his final year as prime minister. It presents very nicely in bright blue with a cream interior and will be a delight to drive and show. Just ask the man who owns one.



□ 1998 BENTLEY TURBO RT MULLINER

192

Offered from the Youngtimer Collection

Gorgeous colour scheme of Dark Green over two-tone Cream and Dark Green

U.S.-specification example

One of just 56 Turbo RT Mulliners built

The Mulliner version of the Bentley Turbo RT was launched in 1998 as a special-order-only car and a figurehead for the Bentley brand, outfitted with the very best specification and options that the engineers at Crewe could offer.

Visually, they were identifiable by their more aerodynamic and prominent bumpers, vented bodywork, flared wheel arches, and larger 18-inch alloy wheels clad in lower-profile 255/55 tyres. Under the bonnet, meanwhile, a revised turbocharger was employed and put to good use by a remapped Zytek engine management system and freer-flowing intake; the result was a climb in

peak power to 420 bhp alongside a gargantuan 861 Nm of torque.

Turbo RT Mulliners were built to individual specification, and this example has a particularly attractive options list to complement its dark green paintwork and cream leather, which includes a matrix radiator grille; front wing vents; hide-trimmed waist rails; and engine-turned fascia and trims. It has spent the majority of its life in the New York area, having been delivered to its first owner in early 1998, who enjoyed the car for nine years, covering a shade under 30,000 miles. Since then it had two further owners, also in New York, before being acquired by its current owner in 2016 and exported to Switzerland.

Benefitting from a gorgeous colour scheme and having travelled just under 51,100 miles from new, this is a spectacular Bentley that would surely be a thrill to drive and enjoy.

CHASSIS NO.

SCBZP25C6WCX66701

£70,000 – £80,000

DOCUMENTS

Form 13.20A



193

1943 WHITE M16 MGMC HALF-TRACK

CHASSIS NO. **282663**

£80,000 – £120,000

OFFERED WITHOUT RESERVE

DOCUMENTS

UK V5

Fully restored, ready to use and enjoy

Road-registered in the UK

One of roughly 2,877 examples built

Produced by the White Motor Company from 1942–1944, the M16 Multiple Gun Motor Carriage “Half-Track” (so called due to its usage of both wheels and tank treads) appeared around the world on a variety of fronts in World War II and later saw action in the Korean War. Its primary use was as an anti-aircraft weapon by both the U.S. Army and Marine Corps, and it quickly proved to be highly effective against both aircraft and infantry. After the war was won in May 1945, many were left behind in Germany and France, such as the example presented here.

Acquired by the consignor in the UK in 2003, the Half-Track had been sitting in a barn for many years. As per the previous owner, it had been brought over to the UK from France prior to being restored and had been shown on several occasions as well as being featured in various books and magazines.

The current owner then sent it to Peter Skelton in Kent, who spared no expense in returning it to running condition, sourcing new tracks and tyres, fitting a new clutch, and servicing the engine. In terms of armament, it boasts the very rare M45 Maxson Quadmount turret, equipped with four .50-caliber M2 Browning machine guns. Produced in mid-1943, it bears the markings of the 467th Anti-Aircraft Artillery Automatic Weapons Battalion, which landed at Omaha Beach on D-Day.

Impressively, the Half-Track is presently road-registered in the UK and can be driven on the road as a historic vehicle. According to the consignor, it starts on the button and is ready to be enjoyed at a moment’s notice. Well regarded by servicemen during the war, and despite its overall effectiveness in battle, aviation and aircraft technology improved rapidly in the following years, and the M16 MGMC was left behind by the U.S. Army in 1958. Nevertheless, it has endured as an icon of the European conflict for decades. A staple of any military vehicle collection, there are lots of opportunities for enjoyment with this Half-Track for its new owner.



1968 FORD MUSTANG 428 COBRA JET

194

One of 1,044 fitted with the 428 cu. in. Cobra Jet option
Documented known ownership history from new
Heavily optioned example in striking Acapulco Blue
Accompanied by a deluxe Marti report

Ford first offered 'big block' power in the facelifted 1967 Mustang. The option continued for 1968, and this professionally restored, meticulously maintained example is one of 42,325 fastbacks produced for that year, including one of just 1,044 fitted with the R-Code 335 bhp, 428 cu. in. 'Police Interceptor' Cobra Jet V-8 engine and, furthermore, one of 860 fitted with the C-6 automatic transmission.

This Cobra Jet was built on 9 July 1968 and delivered to Courtesy Auto Sales, Inc., of Jackson, Michigan. It was quickly sold just days later to a Mr Higgins on 13 July. Some years passed, and it was sold to a Mr Phelps, who worked for Courtesy Auto Sales and who had routinely serviced the car. Phelps sold the car in the late 1980s to a Mr Vail, whose intention was to restore the car in time for the 35 Years of

Mustang celebration in Charlotte, North Carolina. Having done so, he showed the car throughout the U.S. while putting 3,000 miles on it prior to selling it to Reiny van Uden of the Netherlands. The consignor bought the car from Mr van Uden in 2016.

Finished in Acapulco Blue over a black interior, this Mustang is described as one of the most original Cobra Jets available. Heavily optioned, it is equipped with air conditioning, tinted glass, power steering and power front disc brakes, tilt-away steering wheel, GT equipment, locking differential, sport deck rear seat, AM radio, and the interior decor group with deluxe steering wheel. Proper flat black hood stripes and gold C-stripes highlight the exterior.

The interior remains original, and documentation includes the original Bill of Sale from 1968, four titles evidencing ownership, and a Deluxe Marti Report. It is noted as retaining its original engine and transmission. It has been technically overhauled and regularly exercised by the consignor and would be a thrill to drive and enjoy.

CHASSIS NO. **8F02R213548**

£80,000 – £110,000
OFFERED WITHOUT RESERVE

DOCUMENTS
German Fahrzeugbrief



195

1989 PORSCHE 911 TURBO 3.3 CABRIOLET

CHASSIS NO.
WPOZZZ93ZJSO20221
ENGINE NO. **67J00865**

£80,000 – £130,000

OFFERED WITHOUT RESERVE

DOCUMENTS

German Fahrzeugbrief

**One of just 244 Turbo cabriolets built
for non-U.S. markets in 1989**

Rare RHD example

Lovely Diamond Blue Metallic and ivory interior combination

Just two owners from new

“If any one model of the Porsche 911 comes to mind of the proverbial man-in-the-street, then it is an image of a black Turbo, crouched low on wide wheels, clothed with big wing extensions. The Turbo conjures up fantasies of raw power and elegance, of high automotive technology and style. In 1974, in post-oil-crisis Europe, it was a bold and courageous statement of defiance about the future that delighted the automotive industry and Porsche’s customers alike.” – *Porsche 911 Collectors Originality Guide* by Peter Morgan

It was inevitable, following the success of the Porsche Turbo, that in due time Porsche offered an open-top car. Porsche-philies celebrated in 1986 with the introduction of the ‘Turbo Cab’, as it quickly became known. And, even more worth the wait, 1989 models included the long-rumoured

G50 five-speed manual transmission in replacement of the former four-speed used since the 1974 introduction.

While the new transmission made little difference in acceleration, it made the Turbo a much more relaxing car to drive, with shorter gear-shift lever travel, crisper action, and a lighter clutch pedal, thanks to the switch to hydraulics from cable activation.

With just two owners from new, this lovely Turbo cabriolet presents in wonderfully original condition. Worldwide, Porsche built a total of 18,550 911s in 1989, including 2,564 Turbo models. This particular car is one of just 244 Turbo Cabs built for non-U.S. consumption, with another 600 for the U.S. market, making it a truly rare automobile, especially considering its RHD configuration. According to the consignor, it remains as delivered in unrestored and all-original condition. Finished in a striking colour of Diamond Blue Metallic highlighted by black Fuchs rims over a Cashmere Beige interior, this Porsche makes for quite the stunning statement.



□ 1965 PORSCHE 356 C 1600 COUPÉ

COACHWORK BY KARMANN

196

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

California-delivery example

Presented in classic White over black

soared, and more than 10,000 cars for 1964 bested the company's total over its first decade. Excluding the rare and costly Carrera, the 1600 C and SC cabriolets were Porsche's most exclusive road cars of the era, offering comfort, performance, and enjoyable handling.

Built in a long run of normal A and B models from 1948, Porsche's perennial 356 made its final transformation with the Type 6 body in 1963.

Designated 356 C, it had a new ZF steering gear and a compensating spring at the rear to calm the swing axle suspension. Four-wheel disc brakes were also part of the revision, and a 12-volt electrical system became available. Two 1,600 cc engines were offered, the C version with 75 hp and the SC with higher compression and counterweighted crankshaft making 95 hp. Porsche popularity

The 356 C on offer here boasts a classic colour combination of White over black leather. Although little history is known, the Kardex on file shows that the 356 C was exported via Porsche Center in Burlingame, California. A report on file indicates that the Porsche was sold in 2008 from just its third recorded owner. Since 2008 the car has formed part of a large private collection.

As a 1965 model year, this Porsche 356 is an excellent representative of the end of a line of sports cars that would soon be replaced by the 911.

CHASSIS NO. **221132**

ENGINE NO. **716406**

£50,000 – £60,000

OFFERED WITHOUT RESERVE

DOCUMENTS

Kuwaiti Vehicle Registration Document



197

1964 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. **880847**
ENGINE NO. **RA 4933-9**

£70,000 – £90,000

DOCUMENTS
U.K. V5

Nearly 48 years of single previous ownership

**Just 1,000 miles since restoration
completion in December 2015**

Retains its original engine

If there is one car that, even fifty years after its introduction, is still able to pull at the public's heartstrings and has come to define both its era and its marque, that car would be Jaguar's legendary E-Type.

When new, it was faster than the average Ferrari and Maserati and was even cheaper to buy than other rival European sports cars available at the time. Considered by Enzo Ferrari to be the most beautiful car ever built at the time of its unveiling, the E-Type was good for 150 mph, proving that its stunning looks were more than skin deep. The voluptuous bodywork was the result of years of studies and researches by aerodynamicist Malcom Sayer, who, after experimenting with the C and D Types in endurance racing, transferred his

experiences to the E Type, creating a beautiful yet aerodynamically efficient motor car.

As confirmed by accompanying documentation from the Jaguar Daimler Heritage Trust, this 1964 Opalescent Silver Blue E-Type was completed on 7 January 1964 and dispatched by the factory on 14 April to Jaguar Cars of New York to be delivered to its first owner, a D. Wells of Tennessee. A later Bill of Sale in the history file shows that it was purchased by Ken Sandridge III of Nashville, TN, in December of that same year. Incredibly, Sandridge went on to own the car for the next 48 years, finally selling the car in late 2012.

The E-Type was subsequently shipped to the UK in January of 2012, where it was comprehensively restored and later purchased by the consignor. Having only covered 1,000 miles since completion of the restoration, this desirable 3.8-litre Series I E-Type will still be able to make heads turn like it did more than fifty years ago.



□ 2007 WIESMANN GT

198

Offered from the Youngtimer Collection

German-delivery example

It is underneath the svelte 1960s-inspired bodywork of the Weismann GT MF4 that the state-of-the-art epoxy-bonded aluminium 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 mph. ‘Be in no doubt,’ exclaimed *Evo* magazine, ‘the Weismann 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 Weismann 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 tantalising combination of classical aesthetics underpinned by the finest engineering on offer from BMW—attributes worthy of the attentions of any collector.

CHASSIS NO.
W09GT12017DW59096

£80,000 – £100,000

DOCUMENTS
Form 13.20A

ACKNOWLEDGEMENTS

SPECIAL THANK-YOU

Angelo Amadesi	Jaguar Daimler Heritage Trust
Aston Martin Heritage Trust	Chris Lackner
Aston Service Dorset Ltd.	Martin Lee
Auto Bild	Maserati Classiche
Auto Zeitung	McKlein Photography
Jürgen Barth	Mercedes-Benz Brooklands
Bentley Drivers Club	Military Vehicle Preservation Association
George Biskup	Motorsport Images
BMW Group Classic	Walter Röhr
Stevie Borowik	Rolls-Royce Enthusiasts' Club
Laurent Chauveau	The Rolls-Royce Foundation
Daniel Eastman	Turweston Flight Centre Ltd
FCA Heritage	Tony Willis
FF Corse	

PHOTOGRAPHY

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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, Inc. 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.

BUYERS' PREMIUM

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 (GBP) 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 (GBP) 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 (GBP), 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 (GBP).
- 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 lot.

This sale will be conducted in pounds, and as such, all bids must be submitted in pounds. 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.

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.

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.



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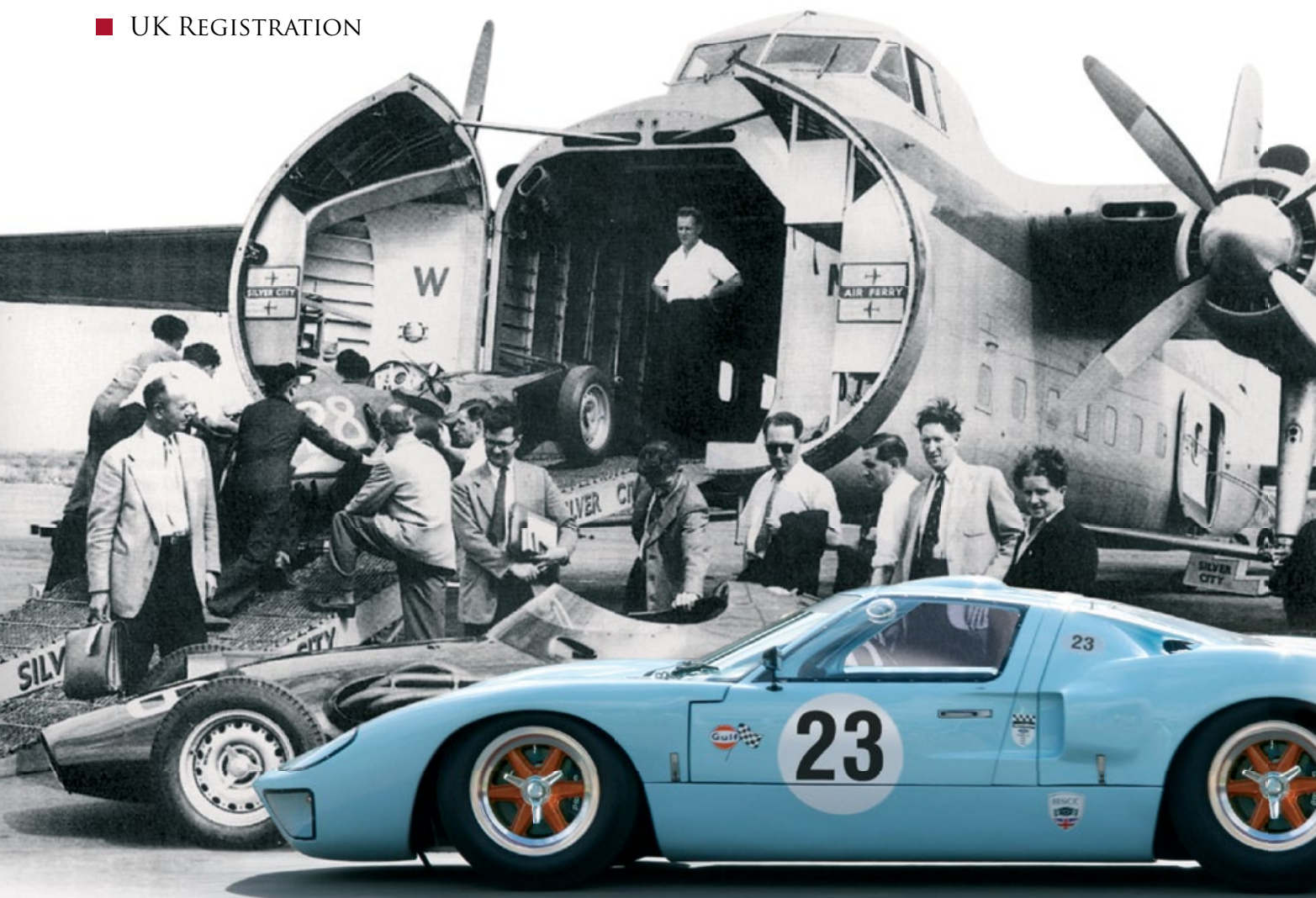
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LOTS UNDER TEMPORARY IMPORT

Those cars 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.

ADMINISTRATION CONTACT INFORMATION



BESS WALKER t: +44 (0) 20 7851 7070 m: +44 (0) 7944 623 294 bwalker@rmsothebys.com	NOEMIE MANDEL t: +44 (0) 207 851 7070 nmandel@rmsothebys.com
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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 according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE	MINIMUM INCREMENT
£50,000	£2,500
£100,000	£2,500
£250,000	£5,000
£500,000	£10,000

TRANSPORTATION, SHIPPING, AND STORAGE

We strongly advise Buyers to make immediate arrangements for the collection and transport of purchased lots. It is the Buyer's responsibility to make his or her own arrangements, but RMS is pleased to offer our clients the services of the following companies:

CARS

Ben Oakley

t: +44 (0) 1284 850 950

m: +44 (0) 7376 258 401

Cosdel UK Ltd.

Peter Matcham

t: +44 (0) 13 0480 3000

peter@cosdel.com

REMOVAL OF PURCHASED LOTS

Following the auction, all lots will be removed from the site and taken to a secure storage facility that is operated by CARS Europe. The fee for this removal is £325 + VAT per car and £150 + VAT per motorcycle, which will be charged to the buyer. Storage rates will be waived until Saturday, 26th October, at which point the Buyer will be charged £15 + VAT per day, per lot, until full payment and instructions for transportation have been received. Please note that the Buyer is required to insure their lots whilst in storage.

Should you have further inquiries regarding transportation, please contact:



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20 – 27 September
Fine Jewels Online

25 September
Fine Jewels, New York

7 October
Magnificent Jewels and
Jadeite, Hong Kong

10 – 17 October
Jewels by Michele della Valle

29 October
Fine Jewels, Paris

28 October – 6 November
Jewels and Watches Online

11 & 13 November
Magnificent Jewels and
Noble Jewels, Geneva

20 – 27 November
Jewels Online

26 November
Fine Jewels, London

28 November – 5 December
Chanel Accessories
Online

29 November – 5 December
Jewels Online

9 December
Fine Jewels, New York

10 December
Magnificent Jewels,
New York

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From an Important Asian American Collection to be offered in Magnificent Jewels and Noble Jewels, 13 November
Sapphire and Diamond Bracelet, Cartier, New York, 1927, estimate CHF 2,000,000–3,000,000*

* Buyers are liable to pay both the hammer price (as estimated above) and the buyer's premium together with any applicable taxes and Artist's Resale Right (which will depend on the individual circumstances). Refer to the Buying at Auction and VAT sections at the back of the catalogue for the relevant sale for further information.



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Upcoming Watch Auctions 2019

24 September

Watches, London

8 October

Important Watches, Hong Kong

11 November

Masterworks of Time,
Adolf Lange, The Golden Era
of Glashütte, Geneva

12 November

Important Watches, Geneva

19 – 26 November

Watches Online

24 November

Watches, Dubai

29 November – 5 December

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11 December

Important Watches, New York

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ROLEX

'Paul Newman' Daytona, Ref 6241 Stainless steel chronograph wristwatch with bracelet, circa 1967

Estimate CHF 120,000–180,000* To be sold in Important Watches, 12 November, Geneva

* Buyers are liable to pay both the hammer price (as estimated above) and the buyer's premium together with any applicable taxes and Artist's Resale Right (which will depend on the individual circumstances). Refer to the Buying at Auction and VAT sections at the back of the catalogue for the relevant sale for further information.



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1. Introduction:

- 1.1 Please ensure that you read and understand these Conditions of Business ("Conditions") prior to consigning a Motor Car or Any Other Lot at this or any other RM Auctions Limited d.b.a. RM Sotheby's ("RMS") sale.
- 1.2 RMS' contractual relationship with the Consignors is governed by:
 - 1.2.1 These Conditions;
 - 1.2.2 The Consignment Agreement package; for the avoidance of doubt, this is the fillable package containing the Consignors' personal information and information regarding the Motor Car or Any Other Lot;
 - 1.2.3 The Conditions of Business displayed in the auction salesroom;
 - 1.2.4 The Conditions of Business displayed on RMS' website; and
 - 1.2.5 In each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(clauses 1.2 to 1.2.5 together "Contractual Obligations")

- 1.3 As auctioneer, RMS acts as the agent for the Consignor, and a sales contract is made directly between the Consignor and the Buyer.

- 1.3.1 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.

2. RMS Receiving Motor Car or Any Other Lot in Trust:

Any consigned Motor Car or Any Other Lot is delivered to RMS in trust under the exact terms set forth in these Conditions. RMS agrees to receive the Motor Car or Any Other Lot in trust and not to permit its use for any other purposes, other than those contained in these Conditions, without the expressed written consent of the Consignor.

3. Services:

RMS agrees to act as an agent for the Consignor and to provide 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 or Any Other Lot or any RMS auction as to (a) consulting any expert either before or after the sale, (b) researching the provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

4. Commissions:

If the Motor Car or Any Other Lot is sold, the Consignor agrees to pay the Sellers' Commission on the Hammer Price (the last accepted bid is the Hammer Price ("Hammer Price")) of the Motor Car or Any Other Lot to RMS, as indicated in the Commissions section of the consignment package. Further, the Consignor acknowledges that RMS will collect a Buyers' Premium from the Buyer of the Motor Car or Any Other Lot in question, based on the Hammer Price on the Motor Car or Any Other Lot. Please note that the Buyers' Premium may be subject to change at the discretion of RMS if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the Motor Car or Any Other Lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

5. Proceeds to Consignor:

- 5.1 As an accommodation to the Consignor, RMS agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the Motor Car or Any Other Lot to the Buyer, and delivering the amounts due to the Consignor under these Conditions. If the Motor Car or Any Other Lot is sold by RMS during the term of these Conditions, the money due to the Consignor shall be disbursed within 20 business days after the sale, provided that the purchase price, applicable commissions, and fees have been received by RMS, in accordance with the terms of these Conditions.

- 5.2 As used in these Conditions, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the Hammer Price or when the auctioneer awards the Motor Car or Any Other Lot to the highest Bidder.

- 5.3 The Consignor authorizes RMS to release the Motor Car or Any Other Lot to the successful Buyer upon RMS receiving full payment from the Buyer or financing terms as agreed to with RMS.

- 5.4 The Consignor agrees to rely solely upon the Buyer for payment.

- 5.5 Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RMS with the documents necessary to transfer the ownership of the Motor Car or Any Other Lot to the Buyer.

- 5.6 If RMS has reason to believe or is notified that the (i) Consignor's breach of the Contractual Obligations, (ii) alleged breach of the Contractual Obligations, (iii) Consignor's actions could potentially cause RMS liability, and/or (iv) Buyer claims material misrepresentation within the Twenty Day Window (defined below) as outlined in clause 10 ("dispute"), RMS, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RMS may deduct any sums that are due to it from the sum held.

6. **Exclusivity:** The Consignor grants to RMS the exclusive right and authority to advertise and sell the Motor Car or Any Other Lot for a period beginning with the date of these Conditions and ending 60 business days following the auction.

- 6.1 If the Motor Car or Any Other Lot is sold prior to the auction and RMS has not agreed in writing to this sale, the Motor Car or Any Other Lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 20, Withdrawn Motor Car or Any Other Lot, of these Conditions.

- 6.2 If the Motor Car or Any Other Lot does not sell at auction, the Consignor grants RMS the authority to list the Motor Car or Any Other Lot for sale on RMS' Private Sales website and advertise, in other media at RMS' discretion, the Motor Car or Any Other Lot for sale up to 60 days after the auction.

- 6.2.1 RMS does not have the authority to unilaterally sell the Consignor's Motor Car or Any Other Lot after the auction and must submit what RMS believes to be commercially reasonable offers for sale to the Consignor.

- 6.2.2 If the Consignor agrees to the sale of the Motor Car or Any Other Lot, the Consignor will be required to pay RMS a percentage of the sale price as an administrative fee, based on RMS' standard payment grid.

7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership to the Motor Car or Any Other Lot:

- 7.1 It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("Titles") to the Motor Car or Any Other Lot to RMS prior to the auction of the Motor Car or Any Other Lot.

- 7.2 The Consignor warrants that the Consignor is the sole owner of the Motor Car or Any Other Lot, and that the Consignor has full right and authority to sell the Motor Car or Any Other Lot.

- 7.3 The Consignor agrees to provide RMS with a good, clear, and transferable Title to the Motor Car or Any Other Lot in advance of the auction.

- 7.3.1 If for whatever reason RMS is forced to correct any Title defect, the Consignor agrees to first pay RMS a minimum fee of US\$500 and, if the Title defect costs more than US\$500 to correct, the Consignor agrees to pay for any and all additional reasonable expenses related to correcting such defect ("Title Fees"). The Title Fees will be deducted from the Consignor's proceeds of sale.

- 7.3.1.1 In cases where pre-existing Titles do not exist and insurance bonds are necessary, the Consignor will be charged Title Fees on a case-by-case basis.

- 7.4 In order to facilitate and transfer the Title for the Motor Car or Any Other Lot, the Consignor agrees to sign the Power of Attorney attached to the Consignment Agreement package.

8. **Non-Payment by Buyer:** In the event of non-payment by the Buyer, RMS will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RMS shall not be liable to the Consignor for payment. If the Buyer does not pay RMS, then at RMS' sole discretion, RMS may cancel the sale and return the Motor Car or Any Other Lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RMS has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the Motor Car or Any Other Lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RMS any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor agrees to execute any documents reasonably necessary to evidence this assignment, including, with respect to the Consignor's representations, warranties and indemnities as set forth in these Conditions. The Consignor authorizes RMS, at RMS' sole discretion, to impose on any Buyer, and retain for RMS' account, a late charge if payment is not made in accordance with the Contractual Obligations.

9. Motor Car or Any Other Lot Description:

- 9.1 The Consignor agrees to accept sole responsibility and liability for any representations made by RMS that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the Motor Car or Any Other Lot and to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any such representations.

- 9.2 The Consignor is required to review and approve any and all catalogue descriptions within 2 business days of receiving the catalogue descriptions from

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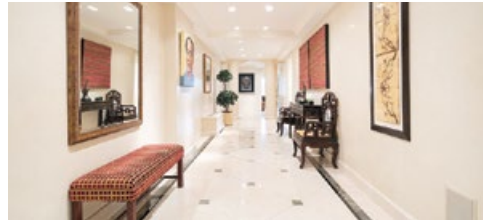


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Nikki Field | Amanda Field Jordan
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NEW YORK, NEW YORK



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\$11,000,000
WEB ID | 00114011
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Sotheby's International Realty East Side Manhattan Brokerage
Amanda Field Jordan | Nikki Field
Amanda.Jordan@Sothebshomes.com +1 212.606.7798

CONSIGNORS' CONDITIONS OF BUSINESS

RMS' Research department; if RMS does not receive a response to its request to review within 2 business days, RMS will consider this an approval of the catalogue description and a representation that RMS can rely upon.

10. Twenty Day Window for Rescission of Sale due to Material Misrepresentation Claims:

10.1. RMS will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction.

10.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder's due diligence) materially decreases the value or functionality of the Motor Car or Any Other Lot, RMS will work with the Buyer to reach a solution.

10.2.1. The Consignor agrees to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 10.

(clause 10 to 10.2.1 together "Twenty Day Window")

11. Motor Car or Any Other Lot Operation:

11.1 The Consignor warrants that the Motor Car or Any Other Lot is in a safe, operable condition to be driven or moved by RMS' employees or representatives. The Consignor acknowledges that should RMS, at RMS' sole discretion, determine that the Motor Car or Any Other Lot is not safe to operate or move, the Motor Car or Any Other Lot will not be allowed across the block.

11.2 The Consignor authorizes RMS to perform minor work on the Motor Car or Any Other Lot to facilitate the Motor Car or Any Other Lot starting and driving across the auction block or being presentable for sale. The Consignor will hold RMS harmless and indemnify RMS from any damage or liability caused by the minor work performed by RMS' staff on the Motor Car or Any Other Lot.

12. **Drivers:** The Consignor acknowledges and grants permission for RMS and its employees and agents to drive or move the Motor Car or Any Other Lot from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor specifically agrees to indemnify, defend, and hold RMS harmless, as provided in these Conditions, from any liability that may result from such driving or movement of the Motor Car or Any Other Lot.

13. No-Sale of Motor Car or Any Other Lot:

13.1 If there is a no-sale, any and all fees owing, including but not limited to Title Fees, must be paid to RMS before the Motor Car or Any Other Lot is released to the Consignor.

13.2 If there is a no-sale, (i) the non-sold Motor Car, including motorcycles, boats, and trailers, will be removed from the auction site immediately following the auction and taken to a secure storage facility AND (ii) the Consignor will be required to pay RMS a removal fee of up to £600 plus VAT per Motor Car.

13.3 Contingent upon clause 13.2 being satisfied, the Motor Car's Title (as long as the Consignor does not owe RMS any money) will be returned to the Consignor within 60 business days.

13.4 If the Motor Car, including motorcycles, boats, and trailers, is not removed by noon on the next business

day in the jurisdiction where the auction was held (or is not granted authority to be removed due to clause 13.1), RMS will remove the Motor Car, including motorcycles, boats, and trailers, and the Consignor is required to pay RMS a daily storage fee of up to £40 plus VAT per Motor Car.

13.5 For the removal of any non-Motor Car lot, including but not limited to memorabilia, jewellery, and clothing, from the storage facility, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.

13.6 If the Consignor has not removed their Motor Car or Any Other Lot from the storage facility within 6 months of the sale date, RMS has the right to enter the Motor Car or Any Other Lot into an auction at no reserve or to sell it via private treaty for fair market value.

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

13.7 RMS shall have the right to exercise a charge or lien on the non-sold Motor Car or Any Other Lot or any other property belonging to the Consignor in the possession of RMS if the Consignor owes RMS money, and to apply any money due or to become due to the Consignor to the outstanding money the Consignor owes to RMS.

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

14.1 Force majeure events, including but not limited to:

14.1.1 Any natural disaster that, despite reasonable efforts, restricts RMS from holding the auction;

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

14.1.3 A terrorist event that, despite reasonable efforts, restricts RMS from holding the auction.

14.2 Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

15. **Cancellation/Rescission of Motor Car or Any Other Lot:** RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of a Motor Car or Any Other Lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

15.1 RMS opines that the Motor Car or Any Other Lot has been intentionally and materially misrepresented by the Consignor;

15.2 RMS opines that 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;

15.3 RMS is served with a lawsuit from a third party in relation to the Motor Car or Any Other Lot;

15.4 RMS faces significant reputational damages that would cause monetary damages for selling the Motor Car or

Any Other Lot;

15.5 Material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;

15.6 Material issues regarding the provenance, merchantability, or authenticity of the Motor Car or Any Other Lot that cannot be reasonably cured;

15.7 Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the Motor Car or Any Other Lot at auction that necessitate a cancellation; or

15.8 If there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of the Motor Car or Any Other Lot not being authentic, being misrepresented, having an encumbered title or registration, having an undisclosed material issue, or having a similar claim, RMS has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the Motor Car or Any Other Lot and reimburse the payment to the Buyer if RMS deems the Buyer's claims to be valid.

16. **Estimates and Catalogue Descriptions:** Any pre-sale estimates are intended as guides for prospective Bidders. RMS makes no representation or warranty of the anticipated selling price of the Motor Car or Any Other Lot, and no estimate anywhere by RMS of the selling price of the Motor Car or Any Other Lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in any advertisements, or elsewhere are preliminary only, and they are subject to revision by RMS from time to time at its sole discretion. The Consignor acknowledges that RMS will not be liable for any errors or omissions in the catalogue or other descriptions of the Motor Car or Any Other Lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to the Motor Car or Any Other Lot, its attribution, legal title, condition, value, or other characteristics.

17. **Odometer Statement:** The Consignor will provide a duly executed odometer statement on or before the first day of the auction, and further accepts sole responsibility for the accuracy or inaccuracy of such statement.

18. Reserve:

18.1 A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but may not be raised. The reserve does not include commissions to RMS. RMS has the right to sell the Motor Car or Any Other Lot at a price below the agreed verbal or written reserve, provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

18.2 If RMS contributes to the Hammer Price to meet a reserve, the reserve for the respective Motor Car or Any Other Lot becomes the Hammer Price plus RMS' contribution for purposes of commissions.

19. **Insurance:** The Consignor will be responsible for maintaining adequate property insurance on the Motor Car or Any Other Lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the Motor Car or Any Other Lot, which in each case shall include insurance for damages to the Motor Car or Any Other Lot and shall



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CONSIGNORS' CONDITIONS OF BUSINESS

not be cancellable by the insurance company until after ownership and Title have passed to the Buyer and the Buyer has taken possession of the Motor Car or Any Other Lot from RMS. The Consignor agrees that RMS and its respective affiliates and agents will not be responsible for, and the Consignor releases RMS and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the Motor Car or Any Other Lot.

20. Withdrawn Motor Car or Any Other Lot:

20.1 The Consignor acknowledges that RMS has incurred and will incur significant costs preparing, advertising, marketing, and promoting the Motor Car or Any Other Lot for the auction.

20.2 If the Consignor withdraws one or more of the Motor Cars or Any Other Lots from the auction after the signing of these Conditions, the Consignor will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under these Conditions had the Motor Car or Any Other Lot (a) met their reserve; (b) if offered without reserve, then the Motor Car or Any Other Lot's published low estimate; or (c) if no published low estimate, then the Motor Car or Any Other Lot's fair market value as determined by RMS, by 5:00 p.m. of the next business day following the auction.

21. Legal Action:

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

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

22. **Marketing Fee:** The marketing fee is non-refundable and is not credited toward the sales commission.

23. **Bidding Restrictions:** The Consignor hereby agrees not to bid on his/her/their Motor Car or Any Other Lot. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if applicable), the Consignor shall neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their Motor Car or Any Other Lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their Motor Car or Any Other Lot and becomes the successful Bidder, the expenses, Marketing Fee, repair expenses, Buyers' Premium, and Sellers' Commission on the Hammer Price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their Motor Car or Any Other Lot may be sold without reserve.

24. **Motor Car or Any Other Lot's Batteries:** If the Motor Car or Any Other Lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic US\$200 (or the local currency equivalent) replacement fee will be charged to the Consignor.

25. Antifreeze Is the Responsibility of the Consignor:

25.1 As the Consignor's Motor Car or Any Other Lot could be shipped to a location where below-freezing temperatures are a possibility, it is the Consignor's

responsibility to ensure that, within the last 6 months, they have winterized their Motor Car or Any Other Lot for shipping in freezing temperatures. Winterizing one or more of the Motor Cars or Any Other Lots means that the Consignor has completely filled and properly mixed, at a minimum, -20°F-rated antifreeze into their Motor Car or Any Other Lot's radiator.

25.2 If any damage occurs because the Consignor did not properly winterize their Motor Car or Any Other Lot, it will be the Consignor's responsibility to cover the damages, and RMS may recoup these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their Motor Car or Any Other Lot, the associated costs with checking, filling, and disposing of the antifreeze will be recouped from the Consignor's settlement; if the Motor Car or Any Other Lot is not sold, the Consignor must pay RMS before the Consignor can retake possession of their Motor Car or Any Other Lot. If already settled, the Consignor must pay RMS directly.

26. **Entire Agreement:** This document shall be binding upon the Parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions shall not be modified, except in writing. Whenever used in these Conditions, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

27. **No Legal or Tax Advice:** These Conditions are an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing these Conditions and has signed these Conditions after having the opportunity to consult with an attorney of their own choosing. 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 Consignor or for the Consignor's benefit in connection with the transactions contemplated by these Conditions, and no one at RMS has acted as the Consignor's attorney or tax advisor.

28. **Data Use:** The Consignor agrees to allow RMS to use their personal information in accordance with RMS' privacy policy. RMS uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchases of items at RMS auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RMS website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information, request a full accounting of what personal information is on file with RMS, unsubscribe to any services, or purge your personal information from RMS' systems, please email privacy@rmsothebys.com.

29. **Anti-Money Laundering:** The Consignor agrees to provide all information and assistance reasonably requested by RMS to comply with RMS' internal anti-money laundering process and to comply with any and all anti-money laundering laws and regulations in force in the jurisdiction in which the auction is held.

30. **Photography, Videography, and Illustrations:** All photographs, videography, and illustrations commissioned by RMS for the Motor Car or Any Other Lot are the absolute property of RMS, and RMS shall have the absolute right to use the photographs, videography, and illustrations as RMS deems fit.

31. Vehicle Registration Number (If Applicable):

31.1 If the Consignor wishes to sell the Motor Car but retain the rights to the registration number of the Motor Car, it is the Consignor's responsibility to notify RMS in writing.

31.2 It shall be the Consignor's responsibility to take all necessary steps to ensure that the current Motor Car registration number is reserved and that a new number is allocated prior to the Motor Car being sold at the auction, and if the Consignor does not do so, RMS shall not be responsible for any loss or damage whatsoever arising out of the sale of the Motor Car or its registration number.

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

32. Motor Car or Any Other Lot Under Temporary Import:

32.1 If a Motor Car or Any Other Lot is brought into Europe from a country outside of Europe, the Motor Car or Any Other Lot must be placed on either RMS' bond in the United Kingdom or one of RMS' nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the Motor Car or Any Other Lot.

32.2 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, for which RMS will provide the details of as and when necessary.

32.3 If the Motor Car or Any Other Lot does not sell at auction, the Motor Car or Any Other Lot must be re-exported to the country of origin, transferred to another temporary bond, or, alternatively, the Consignor must pay any and all relevant taxes if the Consignor would like the Motor Car or Any Other Lot to remain in Europe. The Motor Car or Any Other Lot cannot be released from RMS' care until an option is executed.

32.4 Should the Consignor decide for the Motor Car or Any Other Lot to remain in Europe when purchased, the Buyer is responsible to pay any and all import fees for the Motor Car or Any Other Lot.

33. Translated Consignors' Conditions of Business:

If there is a contradiction due to translation in our Consignors' Conditions of Business, please note that the English version of RMS' Consignors' Conditions of Business will supersede.



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30 NOVEMBER

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BIDDERS' CONDITIONS OF BUSINESS

1. Introduction.

1.1. Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at clientservices@rmsothebys.com with any questions or concerns regarding these Bidders' Conditions of Business.

1.2. RM's contractual relationship with the Bidders are governed by:

1.2.1. These Bidders' Conditions of Business;

1.2.2. The Bidders' Conditions of Business displayed in the auction salesroom;

1.2.3. The Bidders' Conditions of Business displayed on RM's website; and

1.2.4. In each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.4 together "Contractual Obligations")

1.3. As auctioneer, RM acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

1.3.1. Occasionally, RM 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.

2. **Bidder Due Diligence Responsibilities.** The Bidder is responsible for any and all due diligence including but not limited to inspections and verification of the (i) condition, (ii) authenticity, (iii) completeness, (iv) statements made in reference to, and (v) any and all other matters regarding any motor car or any other lot offered in an RM sale ("Bidder Due Diligence").

3. **Twenty Day Window for Rescission of Sale due to Material Misrepresentation.**

3.1. RM will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction; after which time, all sales are considered "As Is" and "Where Is" as outlined in clause 4 below. Please send all concerns to legal@rmsothebys.com.

3.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder Due Diligence) materially decreases the value or functionality of the motor car or any other lot, RM will work with the Buyer to reach a solution.

3.2.1. The Buyer agrees to indemnify, defend, and hold RM harmless from any claims that may

be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 3.

(clause 3 to 3.2.1 together "Twenty Day Window")

4. **With the Exception of the Twenty Day Window, All Sales Are "As Is" and "Where Is."** No warranties or representations of any type whatsoever are made by RM regarding any motor car or any other lot offered in an RM sale. 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 based on statements and historical files, if any, collected from the Consignor and other third party sources, and RM has no obligation to verify or authenticate any such statements. All motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR OR ANY OTHER LOT OR COMPONENT OF ANY MOTOR CAR OR ANY OTHER LOT, AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

5. **Services.** RM agrees to act as an agent for the Bidders and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car or any other lot or any RM 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.

6. **Registration Fee.**

6.1. In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

6.1.1. Up to a US\$300 bidder registration fee for RMS North American auctions;

6.1.2. Up to a US\$200 bidder registration fee for RMA North American auctions;

6.1.3. A €200 bidder registration fee for RMS Paris auctions;

6.1.4. A €200 bidder registration fee for RMS Monaco and Villa Erba auctions; and

6.1.5. A £150 bidder registration fee for RMS London, United Kingdom, auctions.

6.2. Please note that the registration fees outlined in the clauses above are subject to change by any salesroom notice, auctioneer's announcement at the auction, catalogue update, or website update, and it is each Bidder's responsibility to apprise themselves of any changes to the registration fees.

7. **Bidding.**

7.1. To bid at an RM auction, a Bidder must be at least 21 years of age.

7.2. At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.

7.3. The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

7.4. RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding and, whether during or after the sale, to determine the successful Bidder, 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, RM's sale record is conclusive. At RM's discretion, RM will execute order or absentee bids and accept telephone bids and online bids via rmsothebys.com as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection therewith. Prospective Bidders should also consult rmsothebys.com for the most up-to-date cataloguing of the motor cars or any other lots.

7.5. By participating in the sale, the Bidder represents and warrants 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 federal and state antitrust law. RM may require such necessary financial references, guarantees, deposits, and/or such other security, at their absolute discretion, as security for any bid. Please bear in mind that RM is unable to obtain financial references over weekends or public holidays.

8. **Purchase Price.** The purchase price shall consist of the following:

8.1. the Hammer Price (defined below) of the motor car or any other lot, and

8.2. the applicable Buyers' Premium (defined below).

(Clauses 8 to 8.2 together "Purchase Price")

9. **Buyers' Premium.**

9.1. In addition to the Hammer Price, the winning Bidder is required to pay RM a percentage of the Hammer Price, which RM retains as the Buyers' Premium for the purchase of each motor car or any other lot ("Buyers' Premium").

9.2. RMS North American auctions will have the following Buyers' Premiums:

9.2.1. In the event of a final Hammer Price of US\$250,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.

9.2.2. In the event of a final Hammer Price above US\$250,000 on all motor car lots, RMS will receive a Buyers' Premium of 12% on the first US\$250,000 and will receive a Buyers' Premium of 10% on the Hammer Price above US\$250,000.

9.2.3. 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% on the Hammer Price of those particular lots.

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- 9.3. RMA North American auctions will have the following Buyers' Premiums:
- 9.3.1. RMA will receive a Buyers' Premium of 10% on all motor car lots.
- 9.3.2. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of 15% on the Hammer Price of those particular lots.
- 9.4. RM European auctions will have the following Buyers' Premiums:
- 9.4.1. In the event of a final Hammer Price of €200,000 and below on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
- 9.4.2. In the event of a final Hammer Price above €200,000 on all motor car lots, RM 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.
- 9.4.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 9.5. RMS London, United Kingdom, auctions will have the following Buyers' Premiums:
- 9.5.1. In the event of a final Hammer Price of £200,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
- 9.5.2. 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.
- 9.5.3. 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.
- 9.6. For those Bidders utilizing the online service Live Auctioneers for any RM 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.
- 10. Taxes.**
- 10.1. 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 RM 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.
- 10.2. Although by no means an exhaustive list, please be aware of the tax scenarios below.
- 10.2.1. For auctions held in the United States, if the Buyer of a motor car or any other lot resides in an American state in which RM is registered to collect/remitt sales tax, RM is required to collect/remitt sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remitt sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remitt sales tax from residents from other jurisdictions if RM deems the collection/remittance of tax necessary.
- 10.2.2. 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, RM 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.
- 11. No Legal or Tax Advice.** This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. It is the Bidder's responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of a motor car or any other lot at an RM auction.
- 12. Payment.**
- 12.1. Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer (or equivalent device or mechanism), the contract between the Consignor and the Bidder is concluded.
- 12.2. The value of the last accepted bid upon the fall of the auctioneer's hammer (or equivalent device or mechanism) is the Hammer Price ("**Hammer Price**").
- 12.3. Payment is due in full on or before 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RM.
- 12.4. For RM North American auctions, all payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.
- 12.5. For RM United Kingdom and European auctions, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 12.6. RM 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.
- 12.7. 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 and acknowledges the following: If RM elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RM shall have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business. The Bidder hereby authorizes RM 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 by law, RM 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 the (1) Purchase Price plus applicable taxes, (2) maximum published Sellers' Commission, (3) Buyers' Premium, (4) applicable expenses, (5) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (6) other damages.
- 13. 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 in an amount not to exceed the amount of the reserve bid.
- 14. Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. 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. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.
- 15. Cancellation/Rescission of Auction.** RM will use reasonable efforts to avoid cancellation/rescission; however, RM 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 if RM believes the following events have occurred or have a reasonable probability of occurring:
- 15.1. Force Majeure events including but not limited to:
- 15.1.1. Any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 15.1.2. Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 15.1.3. Any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.
- 15.2. Government/court actions, orders, injunctions,



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BIDDERS' CONDITIONS OF BUSINESS

regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

16. Cancellation/Rescission of Motor Car or Any Other Lot.

RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

- 16.1. RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;
- 16.2. RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;
- 16.3. RM is served with a lawsuit from a third party in relation to the motor car or any other lot;
- 16.4. RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;
- 16.5. Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured;
- 16.6. Material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured;
- 16.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the motor car or any other lot at auction that necessitate a cancellation; or
- 16.8. If there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.

17. Online Services Are "As Is" and "As Available."

- 17.1. Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").
- 17.2. RM tries to keep the Services safe, secure, and functioning properly, but RM cannot guarantee the continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.
- 17.3. 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. Accordingly, to the extent permitted by applicable law, RM 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.
18. **Currency Display.** RM may use a 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. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.

19. Bank Letter.

Please note that in order to register to bid at an RM sale, RM requires that all Bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead. Please note that RM may waive this requirement at its sole discretion.

20. Credit Card Hold and Pre-authorization.

20.1. Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 20.2 ("CC Hold"). If the Bidder fails to pay for a motor car or any other lot purchased on or 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; please note that the Bidder is still bound to pay their remaining balance. 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. 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 to be charged, the CC Hold should fall off their credit card within 10 business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.

20.2. A CC Hold as outlined below will be placed on the Bidder's credit card:

20.2.1. A US\$5,000 CC Hold for RMS North American auctions;

20.2.2. A US\$2,000 CC Hold for RMA North American auctions;

20.2.3. A €5,000 CC Hold for RM European auctions; and

20.2.4. A £5,000 CC Hold for RMS London, United Kingdom, auctions.

21. Title Transfer.

21.1. For RM's North American auctions, in an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail as soon as possible following the auction with a target of a maximum of 20 business days following the auction; however, please note that for reasons beyond RM's control, including any delays in lien releases by lien holder(s) and/or delays by Department of Motor Vehicles (or equivalent) in certain states, there are instances where the Buyer may not receive the title within 20 business days and, in those circumstances, RM will work to provide the titles to the Buyer as soon as possible. A US\$75 administration fee or its equivalent in local currency of the auction location (US\$85 in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.

21.1.1. If a motor car or any other lot is rendered "Title in Transit", it is unlikely that the Buyers will receive the title in the mail within 20 business days following the auction; however, RM will work to provide the titles to the Buyer as soon as possible.

21.1.2. The Buyer acknowledges that delays in transferring titles due to delays at government Motor Vehicle departments happen from time-to-time and, the Buyer will hold RM harmless from any allegations of damages arising out of government delays.

21.2. For RM European and London, United Kingdom auctions, RM will use its best efforts to ensure that all titles are free and clear of liens and encumbrances. Where possible, RM will also assist with the process of title reassignment on behalf of the Buyer. RM cannot however be held responsible for the successful completion of this procedure due to the various regional rules and guidelines.

22. Removal of Purchased Motor Car or Any Other Lot.

22.1. For RM North American and European auctions, all purchased motor cars, including motorcycles, boats, and trailers, must be removed by the Buyer from either the auction site or the secure storage facility by the next business day by 5:00 p.m. in the applicable time zone where the auction is held ("**RM Removal Deadline**").

22.1.1. Specifically, for RM North American auctions:

22.1.1.1. If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to US\$600 and a daily storage fee of up to US\$30 until the motor car (including motorcycles, boats, and trailers) is removed.

22.1.1.1.1. Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.

22.1.2. Specifically, for RM European auctions:

22.1.2.1. The motor car will be moved by RM from the auction site immediately following the auction and taken to a secure storage facility and the Buyer will be required to pay RM a moving fee of up to €600 plus VAT per motor car.

22.1.2.2. If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a daily storage fee of up to €40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.1.2.3. Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Buyer is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.

22.2. For RMS London, United Kingdom, auctions:



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BIDDERS' CONDITIONS OF BUSINESS

- 22.2.1. All purchased motor cars, including motorcycles, boats, and trailers, will be moved by RMS from the auction site immediately following the auction and taken to a secure storage facility AND the Buyer will be required to pay RMS a moving fee of up to £600 plus VAT per motor car.
- 22.2.2. If the motor car, including motorcycles, boats, and trailers, is not removed by noon on the next business day in the jurisdiction where the auction was held, the Buyer will be charged a daily storage fee of up to £40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.
- 22.3. 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. Please note that a reasonable memorabilia removal and storage fee will apply.
- 22.4. Please note that the Buyer is required to insure their motor car or any other lot while the motor car or any other lot is being stored on their behalf.
- 23. Legal Action.**
- 23.1. For RM North American auctions, in the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. Jurisdiction for any action brought shall lie exclusively in a court of competent jurisdiction in the judicial district in which the auction is located.
- 23.2. For RM European and London auctions:
- 23.2.1. These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with English law.
- 23.2.2. The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than England and Wales.
- 23.3. For RMS' Paris auctions:
- 23.3.1. These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with French law.
- 23.3.2. The courts of France shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by
- RMS, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.
- 24. Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased motor cars or any other lots or of other carriers or packers of purchased motor cars or any other lots, whether or not recommended by RM. Packing and handling of purchased motor cars or any other lots are at the entire risk of the Buyer.
- 25. Data Use.** The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email privacy@rmsothebys.com.
- 26. Anti-Money Laundering.** The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.
- 27. Entire Agreement.** This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.
- 28. Translations.**
- 28.1. If there is a discrepancy, contradiction, or question of interpretation regarding enforceability between the English version of the Bidders' Conditions of Business and a version of the Bidders' Conditions of Business produced in a language other than English, the English version of RM's Bidders' Conditions of Business will supersede.
- 28.2. If there is a discrepancy, contradiction, or question of interpretation in a catalogue description for a motor car or any other lot, in print, online, or otherwise between the English version of the catalogue description and a version of the catalogue description produced in a language other than English, the English version will supersede.
- FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:**
- 29. Notice to Buyers as Required by the California Department of Motor Vehicles Code Section 11729.** Failure of RM to comply with the terms of this agreement may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel RM has not complied with the terms of this agreement, please contact an investigator of the Department of Motor Vehicles.
- 30. Contract Cancellation Agreement.** In the event of a successful bid, if a motor car or any other lot has a combined hammer price and Buyers' Premium equaling less than US\$40,000, under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a 2-day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RM is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RM is under no obligation to pay the Consignor for the motor car or any other lot, and the motor car or any other lot will be deemed to have not sold.
- 31. Motor Car or Any Other Lot Exhaust Warning.** Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.
- FOR RM EUROPEAN AUCTIONS SPECIFICALLY:**
- 32. Motor Car or Any Other Lot Under Temporary Import.**
- 32.1. A temporary import bond is used in all EU sales. If a motor car or any other lot is brought into the EU from a country outside of the EU, the motor car or any other lot must be placed on either RM's bond in the United Kingdom or one of RM's nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the motor car or any other lot.
- 32.2. Motor cars or any other lots subject to temporary importation restrictions cannot be discharged from RM's 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 RM will provide the details of as and when necessary.
- 32.3. 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.
- FOR RMS' PARIS AUCTIONS SPECIFICALLY:**
- 33. Guarantee.** Please note that RMS has placed a guarantee with QBE Insurance (Europe) Limited, a company incorporated in England with registered number 1761561 ("QBE"), Plantation Place, 30 Fenchurch Street, London, EC3M 3BD, to secure availability of sale proceeds as required by law.



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2012 Ferrari 458 GT3



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CONNAL-MASON
GALLERY

The 458 GT3 at speed at Silverstone.
Courtesy of Stevie Borowik



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