

FORMULA 1
ETIHAD AIRWAYS
ABU DHABI
GRAND PRIX
2019

ABU DHABI 30 NOVEMBER 2019
9:00 PM GST (12:00 PM EST)



Sotheby's



Lot 130 2015 Ferrari FXX K





LOT 127 | 2015 Jaguar C-X75 'Spectre'



Sotheby's

ABU DHABI

LOCATION

Yas Marina Circuit, Yas Island

Abu Dhabi, United Arab Emirates

(All RM Sotheby's guests to report to the Media Accreditation Centre at the West Entrance on arrival.)

ADMISSION TO PREVIEW

Admission to the auction preview is free and open to the general public during public preview hours only.

PUBLIC PREVIEW

Thursday		28 November 2019		11:00 a.m. - 6:00 p.m. GST
Friday		29 November 2019		10:00 a.m. - 6:00 p.m. GST
Saturday		30 November 2019		10:00 a.m. - 1:00 p.m. GST

PREVIEW FOR REGISTERED BIDDERS AND PADDOCK CLUB GUESTS ONLY

Saturday		30 November 2019		1:00 p.m. - 7:30 p.m. GST
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BIDDER REGISTRATION - \$200

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

AUCTION

Saturday		30 November 2019		9:00 p.m. GST
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Admission to the auction is open to registered bidders and qualified media only. RM Sotheby's bidders and guests will have access to the Formula 1 Paddock Club from 7:30 p.m. GST prior to the auction starting at 9:00 p.m. GST

Please note, the bidder registration fee does not entitle guests to view any track activities over the Grand Prix weekend. To acquire tickets for the Grand Prix please go to www.yasmarinacircuit.com

CATALOGUE - \$100

GENERAL INQUIRIES

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Sotheby's

EXCLUSIVE INVITATION

RM Sotheby's VIP Cocktail Reception & Private Auction Preview

FRIDAY 29TH NOVEMBER 2019
19.00-21.00

LOCATION:

RM Sotheby's Exhibition - F1® Fan Zone

Kindly RSVP directly to Britta Buchmann
at bbuchmann@rmsothebys.com or +44 (0) 20 7851 7070



Private Bank





Sotheby's

PRESENTING THE FIRST COLLABORATIVE AUCTION OF ITS KIND

RM Sotheby's and Formula 1® are delighted to partner for the presentation of the first-ever major international collector car auction in the Middle East. The ground breaking sale at the FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX 2019 is the first auction of its kind, and marks the debut of an historic collaboration that will incorporate both live Grand Prix™ sales and an online auction capacity, providing F1 fans and collector car enthusiasts around the world the chance to acquire their own piece of motorsport and automotive history.

SEAN BRATCHES

MANAGING DIRECTOR COMMERCIAL OPERATIONS, FORMULA 1®, COMMENTED:

"Everyone at Formula 1, along with our global community of fans love cars, old and new. The chance to work with RM Sotheby's is a perfect marriage showcasing the beauty of classic cars alongside the most technologically advanced machinery on the planet. And while not all of us can drive away with a priceless piece of automotive art, our collaboration gives all the race-goers the opportunity to see these beautiful cars up close over the GP weekend. It is a very public way to deliver on our promise of making the spectacle, spectacular."

MAARTEN TEN HOLDER

EXECUTIVE VICE PRESIDENT, HEAD OF EUROPE, AND CHIEF AUCTIONEER, COMMENTED:

"Formula 1 has an unrivalled track record for working with some of the world's most innovative and prestigious international companies. F1 provides a unique platform for RM Sotheby's and the wider Sotheby's business to excite, entertain, and engage with our global customer base of collectors, and for us, there is no better way than by sharing our love of cars on the biggest stage possible."

This first sale in Abu Dhabi brings together an expertly curated selection of significant Grand Prix racing machines, blue-chip road-going sports cars, and a broader collection of the world's rarest supercars. RM Sotheby's and Formula 1 invite you to join us for this momentous inaugural event.



CLIENT SERVICE

BIDDER REGISTRATION

Bidding Requirements:

- Driver's Licence or Passport Identification
- Credit Card
- Bank Letter (please visit rmsothebys.com/bid for acceptable formats)
- Dealer Licence (if registering as a dealer)

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



ONSITE AND ADVANCE ONSITE REGISTRATION

Clients wishing to attend the sale can register on the preview and auction days by visiting the Registration Desk. You will be expected to present all listed bidding requirements and pay the \$200 registration fee. Should you prefer, you may register in advance to avoid onsite queues. To do this, please visit rmsothebys.com/bid or contact Client Service at +1 519 352 4575 | +44 (0) 20 7851 7070.



TELEPHONE REGISTRATION

If you are unable to attend the sale, we offer telephone bidding services free of charge. An RM Sotheby's representative will call you at the phone numbers you provided approximately three to five lots before the lot of interest comes up for sale. They will then act as your liaison to the live bidding environment and place bids on your behalf, per your instruction. To register for phone bidding, please visit rmsothebys.com/bid or contact Client Service at +1 519 352 4575 | +44 (0) 20 7851 7070.



ABSENTEE REGISTRATION

Alternatively, you may prefer to leave a maximum bid with us in advance of the sale, which is known as an Absentee Bid. An RM Sotheby's representative will then represent this bid in the live auction room, bidding up to your maximum until you have either won the lot or your bid has been surpassed. To register as an absentee bidder, please visit our website at rmsothebys.com/bid or contact Client Service at +1 519 352 4575 | +44 (0) 20 7851 7070.



INTERNET REGISTRATION

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



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

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ACCESS THE KNOWLEDGE

RM Sotheby's has a full-time Research & Editorial team that prides itself on thoroughly establishing and documenting the provenance of every lot we offer.

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

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



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This sale is an international auction, and consequently, lots offered herein are registered or titled in various countries and jurisdictions. As a bidder, it is your responsibility to be aware of the relevant taxes and duties payable, as well as any import regulations that may apply to your purchase. These may depend on several factors, including your status as a person or a corporation, your residency, and the particulars of the vehicle.

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.

LEGEND

† **NO INTERNET BIDDING:** Please note that Internet bidding is not available for this lot. Interested parties that are unable to attend the sale may register to bid by telephone or place a commission bid online at rmsothebys.com.

‡ **NO INTERNET BIDDING AND ADVANCE REGISTRATION REQUIRED:** This particular lot is available only to specially credentialed bidders who have registered their interest with RM Sotheby's ("RMS") in advance of the auction. Please also note that Internet bidding is not available for this lot. Credentialed bidders that are unable to attend the sale may register to bid by telephone or place a commission bid online at rmsothebys.com. Please contact Client Service at clientservices@rmsothebys.com for further information.

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

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

* **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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The RM Sotheby's team of over 25 Car Specialists represents the largest and most diverse group of car experts in the industry. Collectively, our Car Specialists bring exceptional knowledge, market insight, and experience to advise both sellers and buyers of motor cars. Our specialists are true enthusiasts—respected

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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8 LANGUAGES SPOKEN

*English
French
Italian
German*

*Dutch
Spanish
Japanese
Korean*

YAS MARINA CIRCUIT AND ATTRACTIONS

Designed by Hermann Tilke and announced in early 2007, the Yas Marina Circuit was completed on 30 October of 2009. After two years of intensive planning and construction involving 14,000 staff and 35 million hours of labour, the circuit was unveiled with the final race of the Formula 1® World Championship—the inaugural FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX on 1 November of 2009. The Yas Marina Circuit has hosted Formula 1® ever since the unveiling in 2009, with varying track winners each year.

The circuit itself stretches over 3.451 miles and features 21 turns. The track also includes a shorter, 2.920-mile

route that's used for other racing events. Yas Marina Circuit has hosted events such as FIA GT1, Australian V8s, NHRA Yas Drag Festival, GP2, Abu Dhabi Rally, Ferrari Finali Mondiali, and Formula Drift, bringing international racing to this world-class facility. Yas Marina Circuit also hosts domestic championships such as Yas SuperStreet Challenge (drag racing) and Yas Racing Series (circuit racing), providing local drivers with the opportunity to develop their motorsport skills.

In 2014 Yas Marina Circuit developed its own race series, the TRD 86 Cup, which proved to be a great success, establishing itself as affordable racing and bringing new blood into the sport.



RECOMMENDED HOTELS

Should you need assistance with accommodations, please contact Yas Marina Concierge Team at ysolutions@ymc.ae or one of our Client Service representatives at +1 519 352 4575 | +44 (0) 20 7851 7070.

YAS MARINA CIRCUIT ACCESS

RM Sotheby's clients and registered bidders will be able to access the Yas Marina Circuit via the **West Gate**. Please visit the Media Accreditation Centre at the West Gate where our Client Service Team will be able to register you for the sale and provide you with credentials in order to access the circuit.

YAS WEST
ENTRANCE

West Gate Entrance



RM Sotheby's



Paddock Club





76
163

"May"



Online Only

ONLINE ONLY: FORMULA 1 MEMORABILIA

Offered Without Reserve

The following lots of exceptional Formula 1 memorabilia will be offered entirely without reserve on rmsothebys.com concurrently with the live Abu Dhabi auction. Please note that each of these lots currently remains in RM Sotheby's care at its Detroit, Michigan, facilities, unless otherwise noted, and collection will have to be arranged and paid for by the successful buyer. As such, please note that the auction is governed by RM Sotheby's Online-Only Bidders' Terms and Conditions and not by the terms printed at the back of this catalogue, which apply to the live Abu Dhabi auction. The buyer's premium for each lot is 20%.

We encourage you to familiarise yourself with the particulars of this event by visiting rmsothebys.com for detailed information on buyer's premium, sales tax, and shipping requirements, as well as additional lot information and basics on 'How to Bid.'

STARTING TIME

Friday 22 November

1 P.M. EST (NY)

18:00 P.M. GMT (UK)

22:00 P.M. GST (Abu Dhabi)

ENDING TIME

Monday 2 December

1:00 P.M. EST (NY)

18:00 P.M. GMT (UK)

22:00 P.M. GST (Abu Dhabi)

LOTS 1-103

Ω Please note that collection or delivery of this lot will take place from Ravenna, Italy. Please speak with an RM Sotheby's representative for further information.



Kimi Räikkönen
Ferrari Signed Helmet,
2008



Bruno Senna
Williams Renault
Signed Helmet, 2012



Michael Schumacher
Ferrari Signed Helmet,
2001



Felipe Massa
Ferrari Signed Helmet,
2008



Mika Häkkinen
McLaren Mercedes Helmet,
2001



Mark Webber
Jaguar Helmet,
2004



Michael Schumacher
Ferrari Signed Helmet,
1998



Kimi Räikkönen
McLaren Mercedes Helmet,
2004



Michael Schumacher
Ferrari Signed Helmet,
2001

10



Nelson Piquet
Benetton Ford Signed
Helmet, 1991

11



Gerhard Berger
McLaren Honda
Signed Helmet, 1990

12



Ayrton Senna 1988 Replica
Helmet by Sid - Brasil

13



Ayrton Senna McLaren
Honda Signed
Racing Gloves,
1988

14



Ayrton Senna
McLaren Honda
Racing Suit,
1988

15



Ayrton Senna McLaren
Honda Signed Helmet,
1988

16



Ayrton Senna Lotus
Renault 98T Signed
Steering Wheel and
Racing Gloves, 1986

17



Ayrton Senna
Williams Renault
Racing Suit,
1994

18



Bruno Senna
Lotus Renault
Racing Suit,
2011

19



Giancarlo Fisichella
Jordan Peugeot Signed
Racing Suit, 1997

20



Michael Schumacher
Ferrari Racing Suit,
1996

21



Michael Schumacher
Ferrari Signed
Nike Racing Shoes,
2001

22



Felipe Massa Scuderia
Ferrari Puma
Driving Gloves

23



Hublot AMB Delta 2F
Substitution Board
with Case

24



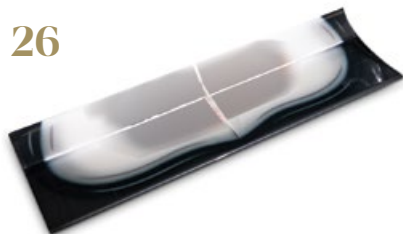
Ferrari F2003-GA
Monitor,
2003

25



Ferrari F10
Steering Wheel,
2010

26



McLaren Mercedes
MP4/12 Rear Wing Slat,
1997

27



Lotus Honda 99T
Rear Wing,
1987

28



Lotus Renault 97T
Rear Wing,
1985

29



Jordan Peugeot 196
Nose Cone,
1996

30



Jordan Peugeot 197
Nose Cone,
1997

31



McLaren Mercedes
MP4-16 Nose Cone,
2001

32



Jordan Peugeot 196
Rear Body Cover,
1996

33



Arrows Supertec A21
Rear Body Cover,
2000

34



Ferrari F310
Rear Wing,
1997

35



Ferrari F2001
Front Wing,
2001

36



Ferrari F2002 Tipo
051/B/C V-10 Engine

37



Mercedes MGP W02
Rear Body Cover,
2011

38



Mercedes F1 W03
Rear Body Cover,
2012

39



Mercedes F1 W04
Rear Body Cover,
2013

40



McLaren Mercedes
MP4-16 Rear Wing
End Plates,
2001

41



Lotus Renault E20 Front
Nose Cone and Wing,
2012

42 Ω



Fernando Alonso Renault
R29 Engine Cover,
2009

43 Ω



Gilles Villeneuve and
Jody Scheckter
Ferrari 312 T4 Wings,
1979

44 Ω



Ferrari 412 T2 Rear Wing
End Plate,
1995

45 Ω



Ferrari 412 T2 Sidepods,
1995 Ferrari

Ω Please note that collection or delivery of this lot will take place from Ravenna, Italy.
Please speak with an RM Sotheby's representative for further information.

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F1-2000 Tipo 049
V-10 Engine Model
1:4 Scale | No. 11/99

47



Michael Schumacher
2000 Ferrari F1-2000 Model
1:4 Scale

48



Michael Schumacher
1999 Ferrari F399 Model
1:5 Scale | No. 102/199

49



Michael Schumacher
2001 Ferrari F2001 Model
1:5 Scale

50



Michael Schumacher
1998 Ferrari F300 Model
1:8 Scale

51



Michael Schumacher
1999 Ferrari F399 Model
1:8 Scale

52



Michael Shumacher
2001 Ferrari F2001 Model
1:8 Scale | No. 39/100

53



Michael Schumacher
2002 Ferrari F2002 Model
1:8 Scale

54



Ayrton Senna
1985 Lotus 97T Model
1:8 Scale | No. 02/199

55



Ayrton Senna
1988 McLaren Honda
MP4/4 Model
1:8 Scale | No. 04/199

56



Ayrton Senna
1991 McLaren Honda
MP4/6 Model
1:8 Scale | No. 04/199

57



**Ayrton Senna Formula 1
Racing Car Collection**
1:8 Scale

58



Takuma Sato
2005 BAR Honda
007 Model
1:8 Scale | No. 08/20

59



Jenson Button
2005 BAR Honda
007 Model
1:8 Scale | No. 17/20

60



Kimi Räikkönen
2007 Ferrari F2007 Model
1:8 Scale | No. 11/50

61



Lewis Hamilton
2007 McLaren Mercedes
MP4/22A Model
1:8 Scale | No. 44/99

62



Adrian Sutil
2007 Spyker F8-VII Model
1:8 Scale | No. 13/99

63



Kimi Räikkönen
2012 Lotus Renault
E20 Model

64



Giancarlo Fisichella
1997 Jordan 197 Model
1:8 Scale | No. 008

65



Mika Häkkinen
1999 McLaren Mercedes
MP4/14 Model
1:8 Scale

66



Arrows A21 and A22
Model Cars and Umbrella
Ayrton Senna

67



1991 McLaren Honda
MP4/6 Model
1:12 Scale
Alain Prost

68



1990 Ferrari 641/2 Model
1:12 Scale
Formula 1 Model

69



Car Collection
1:43 Scale
1995 McLaren F1 LM Model

70



1:8 Scale | No. 07/199
1996 McLaren F1 GTR Model

71



1:12 Scale
2009 Ferrari F430 GT Model

72



1:8 Scale

73



2010 Ferrari 599XX Model
1:8 Scale | No. 03/199

74



1958 Ferrari 250 Testa Rossa
0704 TR Model
1:8 Scale | No. 03/99

75



2008 Ferrari California
Model
1:8 Scale

76



Ferrari F40 Model Kit
1:8 Scale

77



2009 Aston Martin DBR1-2
LMP1 Model
1:8 Scale | No. 01/99

78



Jim Clark 1967 Lotus 49 Model
1:8 Scale | Chassis No. 031
Engine No. 25

79



Richie Ginther 1965 Honda
RA272 Model
1:18 Scale

80



Porsche 911 GT2 RS Model
1:8 Scale | No. 12/199

81



Porsche 911 GT3 RS Model
1:12 Scale | No. 0018

82



Maybach 57 Model
1:18 Scale

83



Ferrari Model Cars

84



Senninha Dolls and Comic
Book Collection

85



Super Aguri F1 Team
Collectibles

86



Kimi Räikkönen 2006
McLaren Mercedes MP4-21
Remote Control Car
1:24 Scale

87



Ferrari Enzo Remote
Control Car and Rosso
Racing Teddy Bear

88



Formula 1 Signed Event
Posters

89



Michael Schumacher
Collection Model Cars
and Signed Photographs

90



1934 Grand Prix de Monaco
Photograph
23.5 x 27 in. Framed
No. 233

91



"Force Recon"
by Thierry Thompson,
31 x 44 in. Framed | No. 217/500
Signed by the artist.

92



"Melbourne McLaren"
by Gavin MacLeod,
31 x 38 in. Framed No. 322/950
Signed by the artist.

93



"the flying finn 2"
by Thierry Thompson,
28 x 42 in. Framed | No. 45/500
Signed by the artist and Kimi Räikkönen
Includes commemorative Kimi
Räikkönen 2003 McLaren Mercedes
MP4/17D 1:43 scale model.

94



"Detroit Ballet"
by Thierry Thompson,
32 x 45in. Framed | No. 235/500
Signed by the artist.

95



"The Rain in Spain"
by Gavin MacLeod,
30 x 45 in. Framed | No. 428/500
Signed by the artist.

96



"the flying finn 2"
by Thierry Thompson,
13 x 9.5 in. Framed | No. 202/500
Signed by the artist.

97



"May Day" by Randy Owens,
18 x 31 in. Framed | No. 76/163
Signed by the artist.
The last day Ayrton Senna raced, May 1, 1994.

98



Ayrton Senna Prints
by Gavin MacLeod

99



Ayrton Senna vs.
Nigel Mansell Limited
Edition Prints
1992 Monaco Grand Prix

100



Ayrton Senna
"Lap of the Gods"
Print and Photograph
1993 European Grand Prix, Donington Park

101



Ayrton Senna
Photograph Collection

102



Ayrton Senna
Painting and Print

103



Alain Prost and Niki
Lauda Photographs



SATURDAY | 30 NOVEMBER 2019 | 9:00 P.M. GST

LOTS 101-142

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Sotheby's





101

“CROSSING THE LINE, RAISING THE BAR” BY AUTOMOBILIST

MICHAEL SCHUMACHER,
FERRARI F1-2000
SUZUKA, JAPAN,
8 OCTOBER 2000

DIGITAL PRINT ON PAPER
SIGNED AND NUMBERED
260 × 110 CM
(300 × 160 CM, FRAMED)
APPROX. 100 KG

\$25,000 – \$35,000

**Proceeds to benefit the Keep
Fighting Foundation**

**Depicts Michael Schumacher's victory
at the 2000 Japanese Grand Prix**

**Painstakingly produced with the highest
possible level of accuracy and authenticity**

**The only example printed at this
extra-large dimension**

Depicting Michael Schumacher's landmark victory at the 2000 Japanese Grand Prix, where he clinched his first Formula One Drivers' World Championship for Ferrari and the team's first Driver's Championship in two decades, this digital fine art print was designed to celebrate this extraordinary accomplishment on the occasion of Michael's 50th birthday.

Produced by Automobilst, over 1,000 hours of design and production went into creating this exceptional artwork. The work started with scouring period photographs for the ideal moment to capture. Furthermore, they sourced an original Ferrari F1-2000 along with Michael Schumacher's original helmet from that race to be 3-D-scanned and rendered. Numerous designs were sketched to find the perfect angle to depict the track, crowd,

and car all as accurately as possible. Actors were even dressed in period costumes to be photographed. The scans and photographs were digitally combined and rebuilt to render the desired image in the highest resolution possible. The final image was printed on premium Hahnemühle FineArt paper and mounted in a custom oak frame.

Proceeds from the sale of this large-format print will benefit the Keep Fighting Foundation, a global nonprofit initiative founded by his family to continue Michael Schumacher's charitable work. The charitable purposes of the Keep Fighting Foundation include culture, education, science, public health, and motivation. Keep Fighting pursues these goals through projects that are either developed internally, with partnerships, or through direct support of other groups. This art project was developed in partnership with Automobilst and Scuderia Ferrari, and this print will be the only example produced in this extra-large format.

The ultimate addition to any collector's wall, this unique print celebrates a milestone moment in Michael Schumacher's career and furthermore will benefit the worthy causes of the Keep Fighting Foundation.



FORMULA 1 SLOT CAR RACETRACK 102

Proceeds to benefit the Reaching the Last Mile Fund, inspired by His Highness Sheikh Mohamed bin Zayed Al Nahyan

Custom-built by Slot Mods Raceways for the Formula 1 Paddock Club

A bespoke and handcrafted 1:32 scale slot car racetrack

Fun for Formula 1 fans of all ages

This custom-built slot car track was commissioned by Formula 1 and built by Slot Mods Raceways, based in Detroit, Michigan, U.S.A. Built out of wood to 1:32 scale to an original design, it was shipped to every Formula 1 Grand Prix during the 2018 season and used by patrons of the Formula 1 Paddock Club. Designed for two cars to be used and raced against each other at one time, the track has built-in electronic lap timing and on-track cameras, raising the stakes and adding a little competition to the fun!

Slot Mods has built tracks for both corporations and private individuals over the last ten years, including Mercedes-Benz, Ford, and Toyota. Hand-built in nearly every aspect, each track is truly a labour of love built by artists and takes roughly three to six months to complete. Its features, down to

hand-painted race fans, bespoke buildings, and foliage lining the circuit, are incredible to behold. The track can be disassembled into two modular sections for easy shipment, and Slot Mods can be further commissioned to provide after-sales service or installation should it be required.

Proceeds from this sale will benefit the Reaching the Last Mile Fund, inspired by His Highness Sheikh Mohamed bin Zayed's global health campaign to eradicate preventable diseases, a joint initiative with the Bill Gates Foundation. His Highness is dedicated to eradicating preventable diseases affecting the world's poorest and most vulnerable communities in the developing world, and His Highness has previously donated more than \$250,000,000 since 2010. The campaign is focused on eradicating diseases in Ethiopia, Sudan, Chad, Mali, Niger, Senegal, and Yemen.

Numerous drivers and other important figures in the world of Formula 1 have used this slot car track at races last season, and purchasing this incredible track will add your name to that list and give back to a worthy cause near and dear to Formula 1.

SLOT MODS RACEWAYS
213 x 488 x 76 CM
1:32 SCALE

\$20,000 – \$30,000
OFFERED WITHOUT RESERVE



103 [□]*2009 MERCEDES-BENZ SL 65 AMG BLACK SERIES

CHASSIS NO.
WDBSK79F99F156694

\$200,000 – \$250,000
OFFERED WITHOUT RESERVE

DOCUMENT
US TITLE

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

See page 8 for VAT status explanation.

Less than 5,300 miles from new
Sinister black-on-black colour scheme
One of only 350 built
U.S.-delivery example

Even by the standards of AMG's previous Black Series cars, the SL 65 Black Series was considered to be particularly outlandish when it was unveiled in 2008. Not only was it able to relegate supercars of its day into the realms of visual conservatism with its DTM and CLK GTR-inspired aesthetics, but it also had performance figures to match its brutish looks. Its 6.0-litre twin-turbocharged V-12 engine produced a range-topping 661 bhp and 737 foot-pounds of torque, leading to a top speed of 199

mph, or 220 mph with the limiter removed. 'Make no mistake...this is the meanest-looking production Mercedes ever made,' said *Evo* magazine.

The most significant changes to the standard R230-generation SL 65 AMG were the replacement of the SL's retractable hardtop with a fixed carbon-fibre roof and the complete redesign of the car's suspension. Gone was the heavy and incredibly complex active hydraulic 'ABC' suspension, replaced with a fixed coil-over setup developed in partnership with KW that featured bespoke spring links, camber struts, pull and pushrods, and lightweight wheel carriers. These two alterations accounted for the lion's share of the massive 250 kg weight savings that, alongside the quicker

steering and increased front and rear track, made the Black Series a completely different proposition both on the road and on the racetrack.

This SL 65 Black Series was delivered to its first owner in 2009 via Mercedes-Benz of Westmont, Illinois. According to its CARFAX report, it remained in Illinois with subsequent owners until 2012, when it was acquired by an owner in Florida. There, in 2016, it was noted as sustaining minor damage to its lower front bumper, which has since been repaired. Presently showing under 5,300

miles from new, it presents well throughout, benefitting from a suitably menacing specification of Obsidian Black paintwork with black accents and badges, complemented by a cabin trimmed in extended black anthracite leather with carbon-fibre trims.

Only 350 examples of the SL 65 Black Series were made, and this arresting example can only be one of a small handful with such a low mileage. This is a highly sought-after modern collectible for which demand is only set to increase.





104 □*2011 PORSCHE 911 SPEEDSTER

CHASSIS NO.
WPOZZZ99ZBS795084

SERIAL NO.
094/356

\$300,000 – \$350,000

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

Just 439 km from new
Virtually as-new throughout
Recently serviced

Truly one of the most iconic cars of its era, Porsche's 356 Speedster was the brainchild of New York-based dealer extraordinaire Max Hoffman. Conceived to give Porsche more of a foothold in the American market, the diminutive speedster offered bare-bones performance that was both thrilling on the streets and proved to be successful on the track. Advertised at \$2,995, it was a bargain compared to its British competitors and quickly proved to be a huge hit with enthusiasts not only in the U.S., but worldwide.





The speedster made comebacks for the G-Series 911 of 1989, the 964, and even a handful of 993-generation 911s, where it was always heralded as one of the most desirable models of the range and one that kept Porsche firmly in touch with its roots. For the 997 generation of 911, the new speedster was introduced at the 2010 Paris Motor Show, and true to its roots, it was considered an instant modern-day collectible.

Using the Carrera GTS as a base with the Powerkit-equipped 3.8-litre flat-six at its heart, the speedster came equipped with virtually every available option, including the Sport Chrono package, carbon-ceramic brakes, and the PASM suspension. Porsche's Exclusive department seized the opportunity to use the speedster as a showcase of its capabilities. In addition to these, the cars were specially optioned with Fuchs-style





wheels, a 70-millimetre-shorter windshield, black seats with a checkered-flag pattern, a unique aero kit, and contrasting stitching throughout, as well as a number of contrasting trim panels and speedster-specific motifs.

Just two standard colour options were made available for the new 911 Speedster: Carrera White, and a colour unique to the speedster model, Pure Blue. The only interior colour option was black, with matching details in whatever colour was selected for

the exterior. This Pure Blue speedster is the 94th example of 356 produced and was purchased by its current owner in 2016. Surely one of the lowest-mileage examples in existence, it has travelled a paltry 439 km since leaving Porsche's facilities in Stuttgart. Presented in virtually as-new condition throughout, the car has recently been serviced by an official Porsche dealer in Bahrain and is ready for whatever its next owner should have in store.





105 □*1973 FERRARI 365 GTB/4 DAYTONA BERLINETTA

COACHWORK BY SCAGLIETTI

CHASSIS NO.
16765

ENGINE NO.
B 560

GEARBOX NO.
8

\$500,000 – \$700,000

DOCUMENT
UK V5C

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

See page 8 for VAT status explanation.

Restored by Joe Macari Performance Cars

Ideal for presentation at local concours d'elegance or spirited driving excursions

Ferrari Classiche Certified



With the advent of the mid-engined Lamborghini Miura in 1966, the writing was on the wall that Ferrari would soon have to offer a suitable competitor. Unexpected engineering delays pushed back the intended timing of the upcoming 365 GT/4 BB, however, so one final development of the classic front-engined Colombo V-12 was undertaken. While the new chassis type 605 was a furtherance of the prior 275 GTB/4 architecture, and the time-honoured short-block motor was enlarged to displace 4.4 litres, exterior styling was completely updated, and the result was to become one of Ferrari's most distinct models.



The 365 GTB/4 berlineetta was announced at the Paris Salon in October 1968 and featured brand-new coachwork penned by Pininfarina designer Leonardo Fioravanti. The shark-nose styling was a significant departure from prior models that was never to be repeated, making the model one of the most unique in Maranello's entire production history. As Ferrari had recently swept the competition with a 1-2-3 finish at the 1967 24 Hours of Daytona with an assortment of P3, P3/4, and 412 P models, the new road car was nicknamed the Daytona, although this name was never officially endorsed by the factory. Manufactured through 1973, the Daytona was the final development in a long line of classic front-engined V-12 models, and it has now grown to be one of Ferrari's most celebrated models, representing a veritable turning point in the company's storied history.

This beautifully finished example of the beloved Daytona benefits from Ferrari Classiche certification. According to the combined research of marque expert Marcel Massini and evidence offered

by factory records, chassis no. 16765 completed assembly in mid-July 1973, finished in *Marrone Metallizzato* paint and upholstered with Beige Vaumol leather. The Daytona was specified for the European market with instruments in kilometres and equipped with air conditioning and power windows, making for a very well-appointed example.

In September 1973 the Ferrari was delivered to the distributor of record, Renato Nocentini's Garage La Rotonda in Prato, Florence. Though the Daytona's interim history is currently unknown, at some point the car's original engine and transaxle were substituted with correct components from a sister car, mostly likely done in the United States. The car is also fitted with wider nine-inch Cromodora wheels at the rear, a popular modification resembling the competition Daytona examples.

In recent years, chassis no. 16765 was fully restored by Joe Macari Performance Cars, an official Ferrari service centre in



London, UK, who also oversaw the certification process. The berlinetta is currently finished in the factory shade of Blu Julie and trimmed with a cream interior with black bolster inserts for the Daytona seats, combining for a very attractive colour scheme. Presenting very well, this late-production Daytona

berlinetta is ideal for presentation at local concours d'elegance and Italian car shows, or it may be enjoyed on the open road for the V-12's stout performance. It would make a beautiful complement to any sporting collection and a perfect acquisition for Ferrari enthusiasts of all kinds.







106 □*1979 LAMBORGHINI COUNTACH LP400 S SERIES I COACHWORK BY BERTONE

CHASSIS NO.
1121078

ENGINE NO.
1121078

\$400,000 – \$500,000

DOCUMENT
**BAHRAIN VEHICLE REGISTRATION
DOCUMENT**

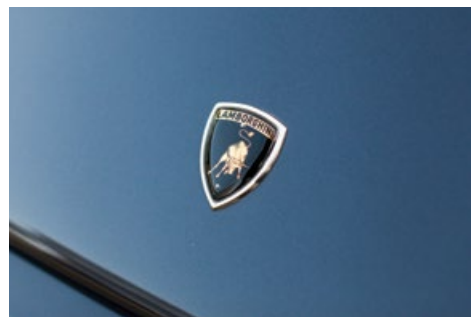
Please note that this lot is subject to VAT on the full purchase price (both on the hammer price and commission).

See page 8 for VAT status explanation.

Upgraded with Miura-style 40 IDL Weber downdraught carburettors

Repainted in its original colours and retains its original engine

Recently serviced in addition to previous work done by Lamborghini specialist Rene Rough



Whereas recent Lamborghinis have been named after bulls or bullfighting, the word *Countach* has its origins as a phrase used by Piedmontese men to describe the moment of laying eyes on a beautiful woman. No wonder, then, that Lamborghini chose it for its groundbreaking supercar when it launched the Lamborghini Countach LP400 in 1974.

Few cars have caused such a stir in the automotive world, and the man responsible for the outrageous design was a then relatively inexperienced Marcello Gandini of Bertone. Unconstrained by trivial matters like user friendliness or ergonomics, Gandini let his imagination run wild for the Countach, and the result was one of the most striking cars of the 20th century. Impossibly low, wide, and angular, it was

poles apart from anything that had come before, and it changed the design ethos for nearly every supercar that followed, especially those from Lamborghini. The mid-mounted V-12 engine, forward-located cabins, and scissor door arrangement of the Diablo, Murciélago, and Aventador can all trace their origins to Gandini's Countach.

Perhaps the most significant innovation was the arrangement of the powertrain; where the Miura had already pioneered a mid-engined V-12 layout, the Countach engineering team, led by Paolo Stanzani, chose to take the concept one step further and installed the engine longitudinally. What's more, they also

managed to mid-mount the transmission by moving the output shaft to the front of the engine rather than the rear. Drive was then channelled via a propshaft that ran through the engine's oil sump to a rear differential and through to the rear wheels. This format not only increased stability by keeping mass in the centre of the car, but also allowed the gear linkage to be shortened, thus improving its action, whilst also permitting far easier access to engine ancillaries for servicing and maintenance.

This 1979 Countach is a Series I LP400S, and it is noteworthy for its optional V-shaped rear wing and its engine upgrades. Lamborghini had experienced reliability issues with early





Countach prototypes, and the original intention to launch the car with a 5.0-litre version of the V-12 was scrapped in favour of using the same 3.9-litre V-12 as used in the Miura. However, due to the packaging requirements of the engine bay, the downdraught Webers were changed for side-draft Weber 45 DCOE carburetors, and peak power output was slightly lower than that of a Miura SV as a result. This obviously mattered to Heinz Steber, a former owner of this particular car in the 1980s who also owned a Miura, as he chose to have the engine fettled by a specialist in Luxembourg to have the same downdraught 40 IDL Webers as used in the Miura. The car retains this unique configuration today.

It has spent the majority of its life in Germany and Switzerland before being purchased by its current owner in 2014, when it had just had a new clutch fitted and had its engine thoroughly overhauled by Lamborghini specialist Rene Rough. Soon after the sale, the car was sent to KP Performance in Bahrain, where it was given a full respray in original colours. It has been lightly used since but always looked after, and it benefits most recently from having a comprehensive service, during which the fuel lines were replaced and carburetors tuned. It presents very well indeed, its paintwork blemish-free, and its original navy blue interior is a testament to a life of care and attention. Just 50 Series I LP400s were produced, and few are likely to be as tidy as this example, or have such an interesting history.







107 □*2015 FERRARI 458 SPECIALE A

CHASSIS NO.
ZFF78VHT3F0211268

\$450,000 – \$550,000

DOCUMENT
**KUWAITI VEHICLE REGISTRATION
DOCUMENT**

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

Single ownership and just 65 km from new

Virtually as-new throughout,
ready to drive and enjoy

Seldom-seen colour scheme of
Giallo Modena over Rosso



Following in the footsteps of Ferrari's brilliant 16M, the 458 Speciale A (short for Aperta), was introduced to the Ferrari lineup in 2014 as a limited-edition convertible sibling to the 458 Speciale Coupé, offering exhilarating performance and the thrill of open-air motoring coupled with the 458 Speciale's glorious exhaust note.

Built for the 2015 model year and delivered new to Kuwait, this Ferrari 458 Speciale A is presented today in virtually as-new condition throughout and is certainly one of the lowest-mileage examples of its kind. Its bold colour combination of *Giallo Modena* with a *Rosso Corsa* and *Nero* stripe, *Nero*



wheels, and *Giallo*-painted brake calipers certainly will attract attention wherever it goes. Inside, the theme continues: The car is trimmed in Rosso *Alcantara* with *Giallo* seat inserts, seat belts, tachometer, and contrasting *Giallo* stitching throughout, including the 'Cavallino Rampante' stitched on the headrests in *Giallo*.

Virtually identical to its closed sibling, the Speciale A only tips the scales at 110 lb heavier than the coupe. This is thanks to the extensive use of carbon fibre throughout the car. Furthermore, its aluminium retractable hardtop takes only 14 seconds to deploy or retract at the push of a button. Performance remains





largely the same thanks to the car's active aerodynamics, and it can sprint from 0–62 mph in three seconds and has a top speed of a tick below 200 mph.

Offered today from the collection of its first and only owner, it has been driven just 65 km from new. An exciting proposition for the

individual who missed out on a 458 Speciale Aperta when new, these cars will surely go on to be coveted by collectors, as it is the last naturally aspirated 'special-series' mid-engined V-8 spider produced by Ferrari. With only 499 examples produced, it would certainly be difficult to find another with such low mileage in such a rare colour scheme.



108

□*†1966 FERRARI 275 GTS

COACHWORK BY PININFARINA

CHASSIS NO.
08015

ENGINE NO.
08015

\$1,600,000 – \$1,800,000

DOCUMENT
**FRENCH CERTIFICAT
D'IMMATRICULATION**

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

See page 8 for VAT status explanation.

Originally owned by Prince Abdallah
Moulay, brother of the King of Morocco

The 189th of 200 examples built

Beautiful and rare late-production example
of Maranello's celebrated open 275 variant

At the Paris Salon in October 1964, Ferrari
introduced the 275 model line, consisting of a
closed berlinetta and an open spider, both of which
were designed by Pininfarina. While the chassis
and engines for the two models were essentially





identical, the similarities ended there, as the berlinetta was completed by preferred competition coachbuilder Scaglietti, and the more luxuriously appointed spider was built at its designer's Grugliasco factory.

The open car was completely different in appearance and proportions to its closed sibling, though it was constructed of steel with aluminium doors, bonnet, and trunk lid. Uncovered headlamps, triple-louvered fenders, a tapered rear end, and standard Borrani wire wheels were the spider's major physical identifiers, and those features were eventually carried over to the 330 and 365 GTS variants that followed. Only 200 examples of the 275 GTS were built over an 18-month period of production, making the model far rarer than the berlinetta. Prized by marque enthusiasts today as the luxurious grand touring expression of

the celebrated 3.3-litre platform, the 275 GTS has evolved into one of the era's most collectable open Ferraris.

Benefitting from an early 2000s restoration that included a refinish in the original paint colour, as well as ownership by royalty, this late-production 275 GTS is one of the finest examples to be offered in recent memory. Chassis no. 08015 is the 189th example built; it was assembled in July 1966 and finished in *Verde Pino Metallizzato* paint, with an interior trimmed in cream leather. The beautiful colour scheme was very significant, as the car was ordered new by Prince Abdallah Moulay, the brother of King Hassan II of Morocco. Green and white are the national colours of the coastal kingdom in North Africa. Interestingly, King Hassan II also received a 275 GTS at the same time.





Chassis number 08015 when new in Morocco in 1966 with the family of Prince Abdallah Moulay of Morocco.
Courtesy of Marcel Massini

Fitted with two additional fog lamps on the front bumper, the 275 GTS was dispatched to Morocco and registered on national plates reading '3267-50'. The spider presumably led a life of relatively pampered care, as Abdallah was an enthusiast of Italian sports cars, also owning a Ferrari 250 GT Cabriolet Series II around this time.

In the late 1960s, the Ferrari was sold to Rene Roux, a Frenchman residing in Casablanca, though by the early 1970s the car was exported to the United States. In late 1974 the GTS was offered by a Florida-based dealer who placed advertisements in *Road & Track* magazine and the Ferrari Club of America newsletter. Jim Sfetko of Kansas City, Kansas, purchased the 275 in March 1975, and it remained in the Sunflower State for at least six years. Offered by a dealer in Kansas in late 1981, the spider was noted to have undergone some restoration measures, including an engine freshening and a repaint in red.

By mid-1987 the 275 GTS passed to the well-known partnership of Rick Cole and Marty Yacoubian, who maintained an exotic car brokerage in North Hollywood, California. By this point the

interior was retrimmed in black leather. Within a few months, the car was acquired by Ed Jurist's Vintage Car Store, an equally well-regarded dealership located in Nyack, New York, and the odometer at that time displayed 47,300 kilometres.

In October 1988 the Ferrari was purchased at an auction in Monaco by a German enthusiast, and within a couple of months, the car was treated to a servicing at Auto Neuser in Nürnberg, West Germany. Sold through a second public sale in Monaco in May 1989, the Ferrari soon passed to the Garage de l'Athanée in Paris, who in turn sold the car to Paris-based attorney Marc Daubas in October 1992. Through the remainder of the 1990s, the fetching spider was seen at several enthusiast events in France, including a Club Ferrari France meeting at Mas du Clos in 1995 and the Ferrari Historic Challenge at Dijon-Prenois in June 1998.

In 1999 the Ferrari began to undergo a series of freshening bouts, commencing with a complete engine overhaul by Tissier of Garage Supersport near Nemours, France, that included a new cooling system and stainless-steel exhaust system. In 2001

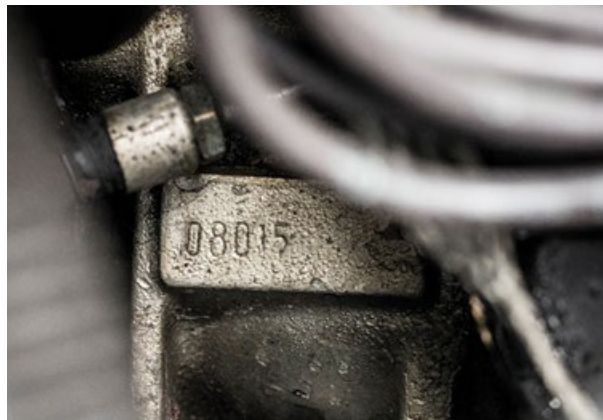


the coachwork was beautifully refinished in the original colour of *Verde Pino Metallizzato* by Virginia Cars in Gron, France, and a year later, Sellerie de l'Epee of Auxerre retrimmed the seats and door panels in red leather, making for a distinctive and arresting colour combination. When seen at the Garage Supersport in 2003, the car had accrued 71,000 kilometres.

By late 2015 the spider was acquired by a respected French collector who has continued to fastidiously maintain the car, and the odometer currently displays approximately 93,000 kilometres (57,788 miles), suggesting a life of steady but modest use through the years.

This sensational 275 GTS continues to benefit from the 2001 refinish in the original paint colour and claims the unusual distinction of having been owned by a member of the Alaouite royalty. The car retains its original engine, but it should be noted that it is fitted with a non-original gearbox of the correct type.

Chassis no. 08015 is an exceptional 275 GTS with a fascinating story and is surely appropriate for both driving and exhibition opportunities. One of only 200 examples built, the rare GTS would make a fantastic addition to any collection of Enzo-era Ferraris.



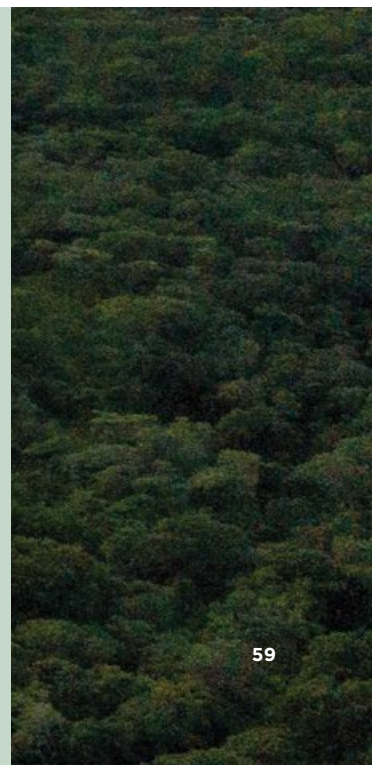
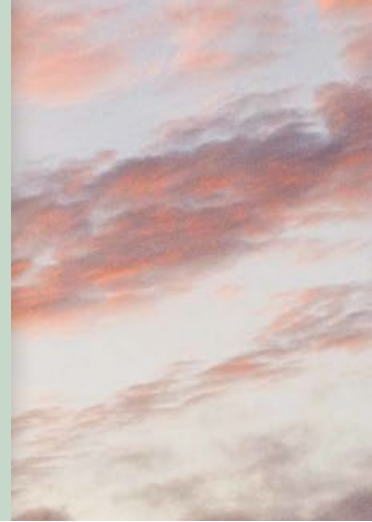
AUCTION 4 W I L D L I F E



The proceeds from Lot 109, the 2011 Aston Martin One-77 will benefit Auction4Wildlife and African Parks.

Auction4Wildlife is a separate, not-for-profit endeavour that will enable the MF Jepsen Nature Conservation Foundation to raise awareness and support programmes and organisations that are playing a vital role and setting the gold-standard practices in the fight for Wildlife Conservation.

Auction4Wildlife aims to help conserve the world's wildlife by raising funds for, and awareness of, the best conservation organisations in the world today. Our purpose is to help slow the loss of wildlife habitat/ Biodiversity across the world. And our vision is a world where humans and wildlife can share the planet sustainably. We believe in the need for a holistic approach to wildlife conservation, recognising that land and people need to be considered along with wildlife.



African Parks is a non-profit conservation organisation that takes on the complete management responsibility for the rehabilitation and long-term management of national parks in partnership with governments and local communities. They currently manage 16 national parks and protected areas in 10 countries covering 11 million hectares, which is the largest and most ecologically diverse area under conservation for any one NGO in Africa.

Together with national governments and communities, African Parks applies a clear, business approach to managing parks, ensuring for the long term social, financial and ecological sustainability of these landscapes. With 1,000 rangers employed, which is the largest NGO anti-poaching force in Africa, their effective management serves as an anchor of stability and the building blocks for poverty alleviation and sustainable development.

Their goal is to have 20 parks under delegated management by 2020.

109

†□*2011 ASTON MARTIN ONE-77

CHASSIS NO.
SCFGFXXX1BGS17738

SERIAL NO.
38/77

\$1,500,000 – \$2,000,000
OFFERED WITHOUT RESERVE

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

The 38th of 77 examples built

Sparingly driven; currently displays 888 km (552 miles)

Model that won the modern design award at the 2009 Villa d'Este Concorso d'Eleganza

A rare opportunity to acquire Gaydon's expressive and unique hypercar, combining old-world techniques with modern performance

At the 2008 Paris Salon, Aston Martin teased the audience with a partially covered, non-running prototype of a new limited-production hypercar, the One-77. Ownership of the company had recently passed from Ford's Premier Automotive Group to a consortium led by Dave Richards, the principle of the respected and accomplished Prodrive competition concern. Intended to compete with the likes of Bugatti and Koenigsegg, this was clearly a





AUCTION 4 W I L D L I F E



prestige model meant to assure the world that Aston Martin was back in the business of building boutique speed machines.

At the Geneva Salon six months later, a completed One-77 show car took the automotive world by storm. Retaining the signature form that had characterized the popular DB9 and DBS models, the One-77 was a clear amplification of everything that Aston Martin represented. The new model stood wider and lower than its predecessors, clothed in aluminium coachwork that appeared to be a DB9 on steroids, with huge, pronounced rear haunches, beautifully exaggerated side strakes, and the trademark Aston Martin grille. The body was a unique blend of old-world techniques and modern materials, with each single-piece aluminium front wing requiring three weeks of pounding and formation by an individual craftsman.

The body was mounted on a stiff, lightweight carbon-fibre monocoque chassis that tipped the scales at only 180 kg, helping to keep overall kerb weight to a minimum. Into this jewel of a shell the designers dropped a 7.3-litre version of the company's highly developed V-12, which was specially reworked for the One-77 by the racing engineers at Cosworth. With a minimal flywheel and quad exhaust pipes, the free-revving V-12 developed an elevated compression ratio of 10.9:1, good for 750 hp and 553 foot-pounds of torque. Placed well behind the front axle, the powerful engine also sat 100 mm lower than in the DB9, thanks to the adoption of a dry-sump lubrication system. Power was administered to a six-speed manual automated transaxle through a carbon propshaft that passed through a magnesium-alloy torque tube, and control of the 20-inch rear wheels was administered by a limited-slip differential.



Capable of hitting a top speed in excess of 220 mph, the One-77 was sprung with a fully adjustable suspension that automatically lowered at triple-digit speeds, at which point a huge rear wing deployed to increase downforce. Cross-drilled carbon-ceramic brakes brought the car back to earthbound speeds.

The One-77's interior was no less impressive, with carbon fibre and black anodized aluminium trim dominating nearly every surface, while the electronically controlled sport seats and panelling were upholstered with stitched leather and Alcantara. A squared steering wheel and graphite instruments completed the elegant design. Despite the obvious emphasis on performance, the model was equipped with comfort amenities, including a multi-function infotainment screen with satellite navigation, iPod and Bluetooth connectivity, and a Bang & Olufsen premium sound system with magically rising bookshelf tweeters. The total design package was so arresting that the One-77 became the toast of major concours d'elegance through 2009, even winning the design award for prototypes and concept cars at the prestigious Villa d'Este Concorso d'Eleganza in Lake Como, Italy.

The finest and most powerful yet of Aston Martin's grand tourers, the One-77 was built in a smattering quantity of only 77 examples, and each was pre-sold at an astounding price in excess of \$1.8 million. The model was defined with such an aura of exclusivity that Aston Martin never made it available for review by journalists, and the trickle of firsthand coverage that followed in the years to come was solely the result of generous owners lending their cars to a small handful of respected media outlets. The star thoroughbred of Aston Martin's 2000s grand touring stable, the One-77 remains one of the company's most exquisite models, lauded by marque enthusiasts and supercar aficionados alike.

Chassis no. 17738 is the 38th of the 77 cars built and is finished in Black Pearl and trimmed with an interior of Blue Gin complemented by Anodized Blue and chrome metal trim. Equipped with ten-spoke polished wheels, the prodigious One-77 was sold new to Markus Jebesen, a Danish nature conservation philanthropist residing in Hong Kong. After delivery, the One-77 was carefully garaged and fastidiously maintained, and through

less than ten years of single ownership, the car has accrued less than 1,000 km (620 miles). It remains a stunning and rare example of the venerable Aston model.

Actively involved in philanthropic efforts of nature and wildlife conservation worldwide, and as founder of the Auction4Wildlife charitable initiative, Mr Jebson is particularly interested in saving endangered African wildlife. Among other avenues to this end, he currently serves as a member of the Asia Pacific Advisory Group of African Parks, a nonprofit conservation organisation that assumes long-term management of protected areas, in partnership with governments and local communities. With HRH Prince Harry the Duke of Sussex as its standing president and goodwill ambassador, African Parks currently manages fifteen national parks and protected areas in nine different countries, covering 10.5 million hectares, active in areas of Benin, the

Central African Republic, Chad, the Democratic Republic of Congo, Malawi, Mozambique, the Republic of Congo, Rwanda, and Zambia.

In conjunction with Auction4Wildlife, the consignor will generously donate the proceeds from the sale of the One-77 to African Parks so that the charitable organisation may continue its important work restoring landscapes, saving species, and ensuring sustainable livelihoods for local communities. The buyer of this extremely rare Aston Martin can not only derive a sense of pride in contributing to this commendable pursuit, but will acquire one of the most beautiful modern hypercars ever built, an astounding blend of traditional sports car sensibilities and modern aesthetics and materials that would crown most any collection of roaring speed machines.







110

†□*2010 MERCEDES-BENZ SLR STIRLING MOSS

CHASSIS NO.
WDD1999761M900053

\$2,550,000 – \$2,750,000

DOCUMENT
GERMAN FAHRZEUGBRIEF

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

See page 8 for VAT status explanation.

One of only 75 examples built

The rarest and final version of the
Mercedes-Benz/McLaren SLR

Inspired by Sir Stirling Moss's 1955
Mille Miglia-winning 300 SLR

One owner, and just over 500 km from new

The most radical Mercedes-Benz
roadster since the CLK GTR roadster

The Mercedes-Benz SLR McLaren Stirling Moss was unveiled at the 2009 North American International Auto Show, a lightweight speedster variant of the SLR as potent in performance as it is arresting in appearance. Just 75 examples were built, offered exclusively to existing SLR owners as a modern homage to the exquisite 300 SLR that Stirling Moss campaigned to victory in the 1955 Mille Miglia.







A total of 661 cars were entered in the 1955 Mille Miglia, with Stirling Moss and co-driver Denis Jenkinson facing fierce competition from Ferrari and their Italian drivers familiar with the route. To compensate for their lack of local road knowledge, Jenkinson spent months making a scroll with notes to guide them safely through the race, enabling Moss to carry incredible speed through corners. Moss and Jenkinson ended up smashing all records, winning the grueling race in just over 10 hours with an average speed of 160 km/h, over 30 minutes faster than Juan Manuel Fangio in second place. Moss's win in the 300 SLR has since become one of the most legendary victories in motorsport history. If it were ever to be offered for sale, the Mille Miglia-winning 300 SLR would likely become the most valuable car on earth.

In the spirit of the 300 SLR, nearly all the creature comforts of the SLR Stirling Moss were sacrificed in the pursuit of performance, aesthetics, and extreme driver (and passenger) enjoyment. This even included the windscreen and roof, which not only adds to the visual drama, but also ramps up the intensity of the driving experience tenfold. Indeed, when *Car* magazine road-tested

the car in 2009, they likened the experience of full-throttle acceleration to 'standing on the wingtip of a 747' and cited the 0-100 km/h time of 3.5 seconds and top speed of 354 km/h achievable only by those 'whose neck muscles can bear it'. This level of performance is accomplished by utilising the same 641 bhp, 5.5-litre supercharged AMG V-8 that powers the SLR 722 Edition and pairing it with 200 kg of weight savings, achieved by adoption of the speedster style as well as the extensive use of carbon fibre for the bodywork and underside and new aerodynamic package. The Mercedes-Benz and McLaren racing partnership ended in 2014, so a road car partnership between the two iconic brands will likely never happen again.

This SLR Stirling Moss was completed in 2009 and was delivered to its first and only owner, a Mercedes-Benz enthusiast in Germany. Since then it has covered just over 500 km and remains in virtually new condition. As a homage to the 300 SLR, this SLR Stirling Moss is fittingly finished in metallic silver with a red leather interior. A few months after delivery, this SLR was used for a Hermes PaketShop commercial filmed in Barcelona with two-time F1 world champion Mika Hakkinen at the wheel.

It has only been used seldomly over the years, and today the car is in virtually new condition. Included with the sale are the two tonneau covers, goggles, and other factory accessories. Serviced and maintained despite its limited mileage, this is one of the finest examples of the SLR Stirling Moss available. Acquisition opportunities of cars like the SLR Stirling Moss are rare, and the visceral driving experience it offers is unique. Many distinguished collectors have purchased examples of the Stirling

Moss, a testament to its unique place in automotive history. Equally stunning as a stationary piece of art as it is enthralling as a hypercar, it would make a wonderful addition to even the finest collections or, indeed, the ultimate weekend toy. With the SLR Stirling Moss being the grand finale of the Mercedes-Benz–McLaren partnership, its current and future desirability cannot be ignored.









111 †□*1996 ZAGATO RAPTOR CONCEPT

CHASSIS NO.
P06

\$1,000,000 – \$1,400,000

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

**One-off Lamborghini Zagato concept
Unveiled at the 1996 Geneva Motor Show**

**Based on Diablo VT running gear and
built in conjunction with Lamborghini**

**Nearly 300 kg lighter than the standard Diablo VT
A unique, modern coachbuilt supercar**

The Zagato Raptor was designed in conjunction with Lamborghini SpA as a limited-production model intended to bridge the gap between the Diablo and its subsequently stillborn successor, the Lamborghini Canto. Although the model never went into production, the stunning one-off Raptor concept was significantly lighter and more elegant than the standard Diablo.

It was unveiled at the 1996 Geneva Motor Show and garnered significant attention, not only for its exceptional performance, but also for its futuristic aesthetics, which were the product of Zagato's new computer-aided design equipment. Indeed, it was one of the very first cars to be designed entirely by a digital design and manufacturing process, negating the need to produce a single scale model. As a result, Zagato's engineers achieved the remarkable feat of producing the concept from a clean sheet design in less than four months under the guidance of chief designer Nori Harada.

The Raptor itself was built on a tubular space-frame chassis and clothed in an elegant carbon-fibre bodyshell. The body hinged at the rear, in a similar



fashion to the Ferrari F40, to reveal the engine bay, but uniquely also hinged at the front, with the entire middle section of the car pivoting forwards to permit easy access to the futuristic interior, whilst also removing the need for conventional doors. The roof section was equally distinctive, featuring the Zagato's trademark 'double bubble' design, as well as being removable, which gave the owner the ability to use the car as a coupé or a roadster according to his or her wishes.

The six-speed manual, all-wheel-drive transmission was borrowed directly from the Lamborghini Diablo VT and featured the same viscous centre differential that gave the Diablo vastly improved handling over its rear-wheel-drive siblings. Under the bonnet, however, the Diablo's powerful dual overhead-cam, quad-valve 5.7-litre V-12 remained unchanged. The Raptor had a kerb weight nearly 300 kg lighter than the Diablo, a result of the carbon-fibre bodywork, magnesium wheels, stripped-out interior, and lack of fixed doors. Zero-to-sixty was dispatched in less than four seconds, and top speed was rumoured to be the interesting side of 200 mph. Keeping this immense performance in check was an enhanced braking setup featuring Alcon callipers paired to oversized discs. Unsurprisingly, the Raptor forwent the Diablo's traction control and electronic ABS systems, which were considered dead weight and counterproductive to outright performance when in the right hands.







RAPTOR





Despite the positive reception received at Geneva, as well as subsequent road tests that showed the Raptor to have extremely good handling and performance as well as drivability, Lamborghini opted against putting the car into production. Alain Wicki, the brainchild behind the Raptor, cited the upcoming Canto as the issue, as it, too, was being designed by Zagato and featured similar design cues to the Raptor. Perhaps understandably, Lamborghini did not want to upstage the successor to the Diablo with the limited-edition Raptor.

For this reason, the only car that was produced was the Geneva car, which is now offered for sale. It was owned by Alain Wicki himself until 2000, whereupon it was sold at the Geneva Motor Show, passing into the hands of its current collector owner. In 2008 it was displayed at the Pebble Beach Concours d'Elegance before being brought to the UK shortly afterwards. It is as striking today as it must have been in 1996 and presents in beautiful condition throughout in its original sea-green colour scheme with dark grey Alcantara-swathed interior. The Raptor has not been publicly displayed or driven since it was shown at Pebble Beach and would be fresh to the show circuit should its next owner choose to display the car. As the car has not been driven in some years, a full mechanical servicing is advised prior to further show-circuit use.

One-off concept cars rarely fall into the hands of private owners, and this Zagato Raptor is an opportunity to acquire a totally unique car. It would make a fantastic addition to any Lamborghini, Zagato, or concept car collection and is an exciting opportunity that will almost certainly not be repeated anytime soon.



112

†□* 2005 MASERATI MC12

CHASSIS NO.
ZAMDF44B000017558

\$2,600,000 – \$3,500,000

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

Single ownership and less than 1,950 miles from new

Delivered new to Hong Kong

One of only 50 examples built

Maserati's iconic 21st-century supercar





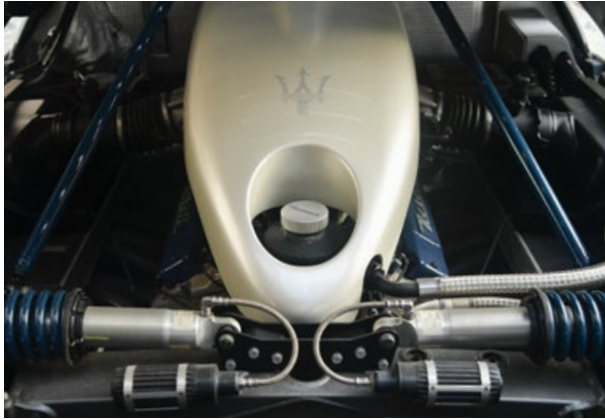


Finally seeing financial stability after decades of lacklustre sales, Maserati was performing well by the mid-2000s thanks to the purchase of the marque by Fiat S.p.A. With the new spyder, coupe, and Quattroporte models all proving to be not only quality automobiles but sales successes, the time was right for Maserati to produce a new 'halo' car.

Naturally, they turned to their corporate siblings and neighbours at Ferrari and borrowed the platform of the groundbreaking Enzo, leaving Maserati's engineers with the enviable task of improving upon one of the greatest supercars ever built. New coachwork was penned by Frank Stephenson, giving the car its own distinct personality and charisma. Defined by its colossal rear spoiler and removable hardtop, the MC12 created more downforce than the Enzo and offered a wholly different driving experience on the open road. Of course, the differences were more than just

skin-deep. The MC12 boasts slightly different engine mapping and traditional dampers instead of the electric dampers of the Enzo, as well as gear-driven cams rather than the chain-driven cams on the Enzo.

Unlike the Enzo, the MC12 would not be confined to use on the road, and Maserati decided to take the car racing. The race-ready version of the MC12, the MC12 Corsa, was campaigned in the FIA's GT and GT1 World Championship series, where it proved to be a formidable contender. Vitaphone Racing secured five consecutive team championships and a sixth of the first season of GT1 in 2010. Furthermore, Maserati won the Manufacturer's Cup in 2005 and 2007 and six Drivers' Championships—four in the FIA GT Championship from 2006 to 2009, one for the 2006 Italian GT Championship, and another in the newly formed FIA GT1 class in 2010.



This particular MC12 was originally delivered to its first and only owner in Hong Kong, where it has remained ever since. During its life, it has been very well kept and sparingly driven, presented today having driven less than 1,950 miles from new, making the car amongst the lowest-mileage examples in existence.

Undoubtedly Maserati's most desirable car built thus far into the 21st century, it is truly a fascinating automobile. Maserati

not only took the Enzo's platform and improved upon it, but proved that the car could be competitive in motorsport on an international platform. With only fifty street-legal MC12s ever built, it is much rarer than the Enzo (as 400 Enzos were built), and thus it is an astute acquisition for any collection. Nearly fifteen years after production concluded, single-owner examples are becoming increasingly difficult to find; thus, this example should not be overlooked.









113 □*2001 LAMBORGHINI DIABLO GT

CHASSIS NO.
ZA9DE21A0YLA12555

\$700,000 – \$750,000

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

The 73rd of only 80 examples built
European-delivery example, delivered
through Garage R. Affolter
Accompanied by its original manuals and toolkit
Finished in Black Rage over a two-
tone black-and-yellow interior

The GT was the last hurrah for the Diablo series, a limited-edition variant more closely aligned with Lamborghini's GT2 racing programme than any road-going sibling. Far more than just a final edition fitted with some popular options, the GT was a ground-up rebuild to create a car so extreme that Lamborghini proudly proclaimed it to be the 'fastest production car in the world' at its launch at the 1999 Geneva Motor Show.

For the power train, the Lamborghini factory fettled the naturally aspirated V-12 from the Diablo SV. It started by stroking it from 80 mm to 84 mm, thereby increasing displacement from 5.7 to 6.0 litres, and then it sprinkled it with motorsport-grade components. A completely revised intake system was designed, featuring individual throttle bodies for each cylinder to unlock razor-sharp pedal response, themselves gulping air from a bespoke carbon-fibre plenum which drew air directly from the roof-mounted snorkel intake. Deeper inside the engine, new intake and exhaust camshafts were utilised alongside an improved variable valve timing system, while the conrods were strengthened and formed from titanium, the crankshaft lightened, and the exhaust system fettled. The engine



management system was commensurately reprogrammed to take advantage of the upgrades, and the results were prodigious: 575 bhp, 630 Nm of torque, and a top speed of 338 km/h. Naturally, the all-wheel-drive system was also removed for weight saving purposes, and the Diablo GT is driven by its rear wheels via an open-gate five-speed manual transmission. Even its gear lever is canted ever so slightly forwards for better access and faster changes.

The chassis and bodywork were comprehensively overhauled as well. Made almost exclusively from carbon fibre, it featured a new front air dam with a larger air intake and widened front wings to accommodate the increase in front track and revised suspension geometry. The bonnet also was altered to incorporate a vent to help pull air through the new, larger nose-mounted oil cooler. At the rear, an enormous diffuser and unique rear wing dominate, the former necessitating a redesign of rear light units to incorporate the reverse and fog lights. So radical were the alterations that the only shared body components with other Diablos are the roof and signature scissor doors. The interior was very much a continuation of the racing theme, with a plethora

of carbon fibre and new, smaller steering wheel hinting at the potential on offer.

This is number 73 of the 80 examples produced and is specified in Black Rage with an eye-catching black-and-yellow interior. It was shipped new to Garage R. Affolter in Switzerland, where it was purchased new in September of 2001 by an individual residing in Moscow. The car remained there until late 2015 before being transported to Spain to Lamborghini Madrid, where it received a full service. Since then it has been in southern Spain before being purchased by the current owner in 2016. It is entirely original aside from an upgraded stereo and is noteworthy for its low mileage, with its odometer showing 6,600 km at the time of cataloguing, and for having the optional standard Diablo seats, which are perhaps more desirable than the uncompromising racing bucket seats fitted as standard. It is accompanied by its original owner's manuals in a leather folio and factory-supplied toolkit.

This is the ultimate incarnation of the Lamborghini Diablo, in very fine condition—one for even the most discerning supercar collection or as an incredible weekend toy.







114 □*2010 PORSCHE 911 SPORT CLASSIC

CHASSIS NO.
WPOZZZ99ZAS794300

SERIAL NO.
237/250

\$450,000 – \$600,000

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

**Amongst the last 911 Sport Classics constructed
Virtually as-new throughout with
less than 650 km from new**

Built in May of 2010 for the Middle Eastern market, this is the 237th 911 Sport Classic of only 250 examples produced, ranking amongst the very last of its breed. Conceived to celebrate the 911s of the past while showing off the capabilities of Porsche's Exclusive department, the 911 Sport Classic truly sits at the intersection of classic style and modern performance, showing that Porsche was in tune with both its current customers and distinguished past.

Built on the 997.2 platform and fitted with a specially modified 3.8-litre flat six-cylinder engine managed through a six-speed manual gearbox, each 911 Sport Classic was fitted with the 'Power Kit' which includes ported and polished combustion chambers, special resonance intake manifold that helps maintain peak power throughout the rev range, and a remapped ECU. There is also a new exhaust system and carbon-fibre air-box. These upgrades produced a thumping 408 hp, a 23-horse improvement over the standard Carrera S motor. The 911 Sport Classic includes many desirable options, including advanced PCCB Porsche Ceramic Composite Brakes and the very effective PASM sports suspension, which lowers the car by nearly an inch.



Air-cooled 911 fans will be quick to spot the 19-inch Fuchs-style alloy wheels and rear ducktail spoiler, harkening back to the Carrera RS of 1973. The body shell includes wider (by 1.75 in.) rear quarter panels borrowed from the Carrera 4 to accommodate the wider track, along with revised rocker sills and rear bumper. Additionally, the 911 Sport Classic is fitted with a unique 'double bubble' roof, similar to rooflines seen on cars boasting Zagato coachwork, adding another touch of visual flair. All Sport Classic coupes were painted an unusual colour called Sport Classic Grey with a pair of medium grey stripes running the length of the hood, roof, and tail. Inside, the Sport Classic's grey exterior is wonderfully contrasted with Espresso natural leather. It is fitted with Porsche's adaptive Sport Seats trimmed in an attractive combination of woven leather and fabric to make for a more tactile and luxurious feel.

Amazingly, this example has been treasured and presents in virtually as-new condition throughout, having been driven less than 650 km since leaving Porsche's facilities in Stuttgart. Acquired by the current owner in July of 2016, the car has been well preserved in his collection of sports cars and has recently been serviced. Arguably one of the most desirable 911s of the 997 generation, the Sport Classic combines low production numbers with exceptional performance and styling cues drawn from Porsche's history. Truly a 911 for the connoisseur, this is the perfect opportunity for the enthusiast who missed out on acquiring a Sport Classic when new.





115

†□*2016 MCLAREN P1 GTR

CHASSIS NO.
SBM12ABB6FW100040

\$2,200,000 – \$2,400,000

DOCUMENT
**BAHRAIN VEHICLE REGISTRATION
DOCUMENT**

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

See page 8 for VAT status explanation.

One of only 58 examples produced

Unique, special-order colour scheme of
Canepa Green and Papaya Orange

Virtually as-new, with delivery mileage

McLaren launched the P1 GTR at the 2015 Geneva
Motor Show to celebrate the 20th anniversary of
the McLaren F1's victory at Le Mans. It was the
first time the GTR badge had been revived, and

the available build slots were offered exclusively
to existing owners of the 385 examples of the
road-going McLaren P1. In a similar vein to the
Ferrari FXX programme, the P1 GTR was designed
from the outset to be the ultimate expression of the
P1, honed and perfected for its owners to enjoy on
the racetrack, free of the constrictions imposed by
making a car legal for the road.





In line with the ethos that is the bedrock of McLaren, the devil is in the details when it comes to assessing what makes the GTR so special; rather than one major upgrade, its performance is built on small changes that together create a large performance step—it is seven seconds faster than the P1 around the Losail International Circuit.

The engine is the same 3.8-litre V-8 featuring twin turbochargers running at 2.4 bar, aided by an electric motor that itself produces in the region of 180 bhp, working its magic in a ‘torque-filling’ role to eliminate any form of lag whilst the turbos are off boost or spooling. In the road car, the power unit produces 903 bhp, but for the GTR, it was gently fettled and sprinkled with items like the bespoke straight-cut titanium and Inconel exhaust system to liberate an extra 83 bhp, bringing total power output to 986 bhp or 1,000 PS—a figure almost identical to a Bugatti Veyron. Where the Veyron and the GTR differ, though, is weight, the McLaren weighing 1,440 kg and the Bugatti near 1,900 kg, putting the GTR into a different league in terms of power-to-weight. Importantly, the engineers at Woking decided to use the same seven-speed dual-clutch transmission as that found in the road-going P1, which helps make the P1 GTR very approachable on the track even for the less experienced driver.





Removing the constraints of road use also allowed developments to be made to the chassis and aerodynamic package. Whilst the two cars share the same Monocage carbon-fibre tub, the GTR forgoes the heavier active suspension of the road car and employs a fixed racing setup instead. Lightweight racing wheels shod in slick Pirelli tyres not only reduce un-sprung weight, but also considerably increase traction and grip, whilst a fixed full-width, rear wing gives the GTR a 10% increase in downforce over the standard P1. Even the wing mirrors were relocated from the doors onto the A-pillars in the pursuit of aerodynamic performance and improved visibility from the cockpit.

Inside, the car is familiar to existing P1 owners, albeit with a sharp focus on further weight saving and track use. It is an exercise in the pursuit of lightness and features a single fixed carbon-fibre bucket seat, six-point harness, and a steering wheel modelled on that used by Lewis Hamilton to win the 2008 Formula 1 World Drivers' Championship. All the small changes together total a weight savings of over 50 kg next to its road-going sibling, despite the addition of a car-to-pits radio, fire extinguishing system, and onboard air jacking system.





This P1 GTR was delivered in the second week of December 2015 to Bruce Canepa, and according to the consignor, it was the first P1 GTR delivered to the United States. It was specified in special-order Canepa Green, a custom shade developed by both Canepa and McLaren which looks black in low light but reveals itself as a beautiful deep green in sunlight, not dissimilar from British Racing Green. It is contrasted with trademark McLaren Papaya Orange highlights for the rear wing, wing mirrors, and lower front fascia in a nod to its maker.

The cockpit features an Alcantara-covered dashboard and instrument cluster, and it is also unique in having the traditional McLaren heritage badge on the nose, as found on the McLaren F1, rather than the more modern 'speedmark' logo, which was introduced in 1997. This car presents in immaculate, factory-fresh condition and is for all intents and purposes a new car. It has never been used on the track, and its current and second owner has ensured the car has been kept in perfect condition mechanically and aesthetically.

The McLaren P1 GTR represents an ultra-low production version of the already mind-bending P1. It is a landmark car which would be the jewel in any collection of modern supercars. This example is all the more desirable for its fantastic and unique specification, not to mention its condition. Presented in virtually as-new condition, this is an incredible opportunity to acquire one of the most exciting cars built thus far into the 21st century.







116

□*2008 ROLLS-ROYCE PHANTOM DROPHEAD COUPÉ

CHASSIS NO.
SCA2D680X8UX14119

\$300,000 – \$350,000
OFFERED WITHOUT RESERVE

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

Just two owners and less than 1,900 km from new

Finished in seldom-seen Semaphore
Yellow over light beige

Serviced in March of 2019,
ready to drive and enjoy



Completed at Rolls-Royce's facilities at Goodwood in November of 2007, this particular first-series drophead coupé was delivered to its first owner the following December. Delivered to a customer in the Middle East, it sports an eye-catching and seldom-seen colour combination of Semaphore Yellow over a light beige interior and dark beige soft top. It boasts some of the most desirable options for the drophead coupé, including the stainless-steel package, ash wood trim on both the dashboard and steering wheel, Rolls-Royce logos embroidered on the headrests, and the seven-spoke chrome wheels.

Presently in the ownership of its second custodian, the drophead coupé is presented in excellent

condition throughout, having been driven just 1,900 kilometres from new. The car's most recent service was carried out by Euro Motors, the authorized Rolls-Royce dealership in Bahrain, in March of 2019 at 1,750 km and has been driven just over 100 km since.

Considered by many to be the most elegant and desirable of the Rolls-Royce Phantom VII, the drophead coupé adds a touch of open-air sophistication to the already exceptional Phantom platform. While Rolls-Royces have traditionally been known as cars where the owner is *driven*, the drophead coupé is without doubt a car that the owner would want to *drive* themselves. It

helped to blossom the Phantom line and without doubt gave way to other driver-focused automobiles bearing the Spirit of Ecstasy, including the Phantom coupé and the Dawn, the drophead coupé's smaller cousin.

Now over a decade old, the Phantom drophead coupé still presents as a thoroughly modern automobile, yet one that is still distinctively a Rolls-Royce and an automobile that can stand proudly amongst its predecessors. For those seeking the most elegant, luxurious, characterful, and modern twelve-cylinder convertible on four wheels, there can be no better choice.







117

2002 FERRARI F2002

CHASSIS NO.
219

\$5,500,000 – \$7,500,000

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

Driven to victory at the San Marino, Austrian, and French Grands Prix by Michael Schumacher

Helped to secure Schumacher's fifth World Championship at the 2002 French Grand Prix

Pole-sitting car at Spanish Grand Prix, driven by Schumacher

Ferrari Classiche Certified and race prepared for Ferrari Corse Clienti events

To be delivered to the new owner at Fiorano following an engine and transmission rebuild at the consignor's cost

One of the most successful Formula One designs of all time, taking 15 wins, 11 pole positions, and 15 fastest laps from 19 races







Michael Schumacher, pictured in the Ferrari F2002, raises his fist in victory at the 2002 San Marino Grand Prix.
©2019 Sutton Motorsport Images

FERRARI'S RETURN TO F1 DOMINANCE

As Formula One's most revered team, it was ironic that by the mid-1990s Scuderia Ferrari had assumed the role of perennial underachievers. Without a World Drivers' Championship since 1979, and with their 1983 Constructors' title but a distant memory, the *tifosi*—and the notoriously demanding Italian press—were getting restless.

For 1996, double World Champion Michael Schumacher was lured away from the Benetton team with which he had won back-to-back titles in 1994 and 1995, his passage somewhat eased by a two-year \$60 million contract—not to mention the recent arrival at Ferrari of highly rated team principal Jean Todt and a seemingly limitless budget courtesy of long-time team sponsor Philip Morris. Unsurprisingly, the impact of the Kerpen *Wunderkind* was immediate: a 3rd place in his second race with the team, a race win in his seventh, and a promising 3rd place in the 1996 Drivers' World Championship.

With former Benetton luminaries Rory Byrne and Ross Brawn joining Ferrari in 1997—as chief designer and technical director, respectively—the 'Dream Team' was falling into place. Although the 1997 and 1999 seasons would prove frustrating—through championship disqualification and injury—the combination of the German maestro, Marlboro money, technical superiority, and, at last, a squad with a sense of purpose and direction meant that fortunes at Maranello were inexorably on the up.

In 2000 Ferrari enjoyed its finest season in a generation, with Schumacher taking his long-awaited first Drivers' crown at the Scuderia, the team also securing the Constructors' title. This was repeated in 2001, albeit in even more convincing fashion, with Schumacher scoring almost double the points of championship runner-up David Coulthard. Somewhat ominously for the opposition, it appeared that the Schumacher-Todt-Byrne-Brawn tour de force had truly come of age.



At the start of the 2002 season, Ferrari chose to persist with an updated version of the all-conquering F2001 model from the year before, only introducing the new F2002 from the third round of the championship in Brazil onwards. Although outwardly similar to the F2001, the F2002 was in fact a very different animal underneath: a new lightweight chassis, new '051'-specification 3.0-litre V-10 engine, and revolutionary fused titanium gearbox were combined with optimised aerodynamics, cooling, and weight distribution.

CHASSIS NO. 219

This particular chassis, 219, first turned a wheel in anger at the official Formula One test held at the Circuit de Barcelona-Catalunya in March. Driven by Rubens Barrichello, the car covered some 265 laps over the four days, concentrating primarily on fine-tuning race setups and evaluating a variety of new Bridgestone tyre compounds. After a brief shakedown at Fiorano by test driver Luca Badoer, chassis 219 was sent to



Michael Schumacher drives F2002 chassis 219 to victory at the 2002 French GP, securing his fifth F1 World Drivers' Championship.
©2019 Sutton Motorsport Images

Imola for the San Marino Grand Prix in mid-April. Having qualified in 2nd place with Barrichello at the wheel—Schumacher having taken pole in chassis 220—the Scuderia effected a swap for the race, in which Schumacher took chassis 219 to an untroubled 18-second victory over his popular Brazilian teammate, with the Williams-BMW of his brother Ralf a further two seconds behind in 3rd place.

At the end of the month, focus shifted to the Spanish Grand Prix at Barcelona, where Schumacher was due to drive 219. In qualifying, Michael finished a comfortable three-tenths quicker than Barrichello to secure pole, although perhaps more telling was the fact that he was almost a second a lap quicker than the

first non-Ferrari—his brother’s Williams—in 3rd place. After using the spare car for the race, Schumacher still managed to cross the line 35 seconds ahead of Montoya’s 2nd-placed Williams and gave the rest of the paddock serious cause for concern. After all, if that was the performance of the unfamiliar spare car, what would the likely margin of victory have been in his preferred 219?

The Austrian Grand Prix at the beginning of May once again saw Schumacher nominated to drive 219. Barrichello qualified on pole ahead of Ralf Schumacher; Michael qualified 3rd, and he proceeded to pull away from rest of the field from the start. Having dominated the race throughout, the controversial Ferrari



Mick Schumacher with chassis no. 219 at Fiorano in October of 2019.
Remi Dargegen ©2019 Courtesy of RM Sotheby's



policy of favouring their number one driver was implemented on the final lap, with Barrichello instructed to allow Michael past. With this, Schumacher had taken another significant step towards his championship hat trick with Ferrari—his fifth in total—whilst the F2002 continued its remarkable run of success: four races, four wins.

At Monaco, Schumacher used chassis 221 to qualify 3rd behind pole sitter Montoya and Coulthard's McLaren, although he reverted to using 219 for the race. A predictably tough race ensued—as is customary from anywhere other than pole position in the principality—and Coulthard drove an inspired race for McLaren to take the win, just over one second in front of Michael.

The next race outing for 219 would be the French Grand Prix at Magny-Cours, where victory would secure Schumacher his fifth world title and a place amongst the sport's greats. After a fraught race—which included a drive-through penalty and a controversial move on Kimi Raikkonen's McLaren in the latter stages—Michael crossed the line to take the title with six rounds of the championship still remaining.

Thereafter, 219's final two race outings would be with Barrichello at the wheel, Schumacher opting to race chassis 221 and 223 for the remainder of the season. At the German Grand Prix at Hockenheim, at the end of July, Barrichello took a hard-fought 4th place, whilst Schumacher secured yet another victory—his





first in a Ferrari in front of his adoring home fans. Meanwhile, at Spa, Barrichello reaffirmed the F2002's undoubted position as the class of the field with another 2nd place behind Schumacher, the 3rd-placed Williams of Montoya being some sixteen seconds further back at the flag.

By the end of the 2002 season, the F2002 had been responsible for, at that point, the most dominant World Championship performance ever seen. Schumacher had taken 11 wins (of which all but one were in the F2002, and three in chassis 219), and his margin of victory of 67 points over Barrichello was a record under the old points-scoring system, which would be replaced for 2003. Perhaps most tellingly of all, Ferrari's Constructors' Championship haul of 221 points for the year precisely equalled the combined tally of all ten remaining teams.

After its retirement from competition, chassis 219 was sold by the Scuderia to a Japanese collector, who also purchased chassis 220. Chassis 219 was purchased in 2012 with proceeds going to charity and has been residing in the collection of the consignor ever since.

Importantly, following the auction, both the engine and transmission of the F2002 will be completely rebuilt by Ferrari, and this cost will be covered by the consignor. The car will be delivered and formally handed over to the winning bidder at Fiorano. Ideal for use in Corse Clienti and other demonstration events, this represents a rare opportunity to purchase one of the ultimate 'Schumacher-era' Ferraris—as well as one of the most iconic and successful Formula One designs of all.

118 †□*2019 MCLAREN SENNA GTR

CHASSIS NO.
SBM15TCB2LW825017

SERIAL NO.
17/75

\$1,500,000 – \$1,750,000

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

One of only 75 examples produced

Offered from its original owner with only delivery miles

When McLaren decides to anoint one of its models with the *GTR* moniker, it is not without serious consideration and forethought. Only three times in the past thirty years have products from Woking been considered worthy, and the original *GTR*, the 1995 McLaren F1 *GTR*, can claim an outright victory at the 24 Hours of Le Mans in its (long) list of accolades. At a time when hypercars are being unveiled with increasing frequency, each one promising unparalleled levels of performance, it is





those with proven racing pedigree that deliver on the prelaunch promises and command the most respect. None come with more pedigree than a GTR version of a McLaren dedicated to the memory of Ayrton Senna, its most successful racing driver.

Whereas the McLaren Senna was conceived from the outset to be the most track-focused road car McLaren had ever built, the GTR version is intended to simply be the fastest track car McLaren has ever built, other than a fully-fledged Formula 1 car. Mike Flewitt, CEO of McLaren Automotive, summarised the ethos of the project, stating that by being 'free from the constraints of road car legislation and motorsport competition rules, we have pushed the limits of what is technically possible to advance circuit driving capability to another level entirely'.

Somewhat conspicuously, the engine remains the same M840TR 4.0-litre turbocharged V-8 as found in the standard Senna, featuring dry sump lubrication, lightweight materials for the rods and pistons, and a pair of ultra-low inertia, twin scroll turbochargers, equipped with electronic wastegates for instant throttle response. However, as the GTR was never intended to be made road-legal, the secondary catalysts are removed from the Inconel and titanium exhaust system, which helps free up more power, bringing the headline figures to a colossal 814 bhp and 590 foot-pounds of torque. It will therefore out-accelerate a standard Senna, meaning a 0-60 mph time of less than 2.8 seconds and a 0-124 mph time of less than 6.8 seconds.

Whereas the changes to the power train can rightly be considered as tweaks, the changes to the aerodynamics are far more comprehensive. Indeed, the GTR takes the already unparalleled levels of aero performance offered by the Senna to another level. At the front, the reprofiled front splitter has vortex generators on the outside edges to smooth airflow underneath the car, whilst at the rear, the gargantuan rear wing is now mounted on LMP1-style endplates, placed further back and higher in the airstream. Whereas the Senna could generate 800 kg of downforce at 155 mph, the GTR raises the bar to over 1,000 kg and can muster the same figures as the standard Senna at 15% lower speeds.

Remarkably, the refinements come with no cost to the drag coefficient, which remains the same as the road car. The carbon-

fibre Monocell III-R tub also remains the same of that as the road-going variant, however front track is increased, and new ultra-lightweight forged alloy wheels wrapped in bespoke slick Pirelli P-Zero tyres take the place of the heavier road-going variants, themselves shod in rubber naturally compromised for street use. Since the car had no requirement to navigate speed humps or road imperfections, the suspension was fixed and also optimised for the track. The result of these changes is a marked improvement in mechanical grip to improve performance in slower-speed corners, where aerodynamic performance is less important.

Active aero elements also remain a feature at the front and rear, with nose winglets to guide air either underneath the body







for downforce, or through the radiators and oil coolers when required. In addition, the aforementioned enormous rear wing is controlled by hydraulics and moves constantly to suit the driving scenario, either to act as an airbrake, increase downforce, or trim drag as part of an active 'Drag Reduction System' (DRS). With the wing acting purely as an airbrake, the car is capable of 3 g of decelerative force, a full 20% more than the Senna road car.

The race-optimised changes continue inside the cockpit as well, where a VBOX HD data logger, car-to-pit radio system, and FIA-approved six-point racing harnesses replace road car necessities such as the airbags and handbrake. Plexiglass replaces glasses, and even the signature transparent 'sideblades' from the road-going Senna are swapped for purely carbon-fibre panels, all in the name of saving weight. The result is that despite carrying extra racing essentials like its pneumatic jacking system, it actually weighs 11 kg less and tips the scales at 1,188 kg without fluids.

This particular example is offered for sale as a brand-new car with less than 75 kilometres on the odometer. It is the ultimate version of McLaren's current hypercar and may well be the most powerful and track-focused non-hybrid car that the factory ever builds. Being just one of 75 examples makes this a truly unique opportunity to acquire an incredibly special machine.







119

□*2001 LAMBORGHINI DIABLO VT 6.0 SE

CHASSIS NO.
ZA9DC01A71LA12886

SERIAL NO.
40

\$550,000 – \$750,000

DOCUMENT
US TITLE

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

See page 8 for VAT status explanation.

The last 'brand-new' Diablo

The 40th of 42 6.0 Special Editions, one of the last Diablos ever built

Perhaps the lowest-mileage example in existence, with just 19 miles at the time of cataloguing

Factory-finished in exclusive *Marrone Eklipsis* paint

Highly developed 6.0-litre engine, capable of performance over 200 mph



Built from 1990 to 2001, the Diablo has become one of the most iconic supercars of the era and symbolizes everything Lamborghini is known for: extreme performance, exclusivity, and futuristic styling. An update of the radical wedge-shaped Countach, the Diablo was the poster car for a generation. After several years of ownership during the 1990s by an Indonesian consortium, in 1998 Lamborghini was acquired by the VW Group, which placed it under the umbrella of Audi A.G. Though the upcoming Murcielago model was already in development, a decision was made to further extend the life of the popular Diablo with one last ultimate version, the 6.0.

Luc Donckerwolke, an Audi stylist who had penned the R8 Le Mans racer among other important Audi models, assumed the role of chief Lamborghini designer and was tasked with freshening the Diablo's original Marcello Gandini design for the final evolution. The resulting Diablo VT 6.0 was formulated around the all-wheel-drive 'viscous traction' platform and utilised the 6.0-litre V-12 used in the limited-production Diablo GT model. With updated engine management software, the V-12 engine was capable of developing 549 bhp and a whopping 457 foot-pounds of torque. The increased displacement and revised control software improved the Diablo's already prodigious performance, lowering 0-60 mph times to 3.8 seconds, while increasing top speed to nearly 210 mph.

To accommodate the voracious motor, Donckerwolke revised the front fascia with two large air intakes below new fixed headlamps, which eschewed the prior pop-up arrangement. The front bumper panel, air dam, and fenders were all correspondingly adjusted, and the signal lamps were enlarged. The taillamps from the Diablo GT variant were adopted, and rear lamp bezels were changed from transparent components to paint-matched units. Classically styled eighteen-inch OZ wheels completed the exterior redesign.

In late 2000, as the Diablo model neared the end of production, Lamborghini earmarked the final 42 examples to comprise a premium iteration to be called the Diablo VT 6.0 SE (the SE standing for Special Edition). These cars were fitted with special magnesium intake manifolds and valve covers, a short-gear transaxle for quicker launches, and marque-badged brake calipers, while the engine compartments were trimmed in carbon fibre. Interiors were equipped with special chocolate leather upholstery, additional carbon-fibre trim, a titanium gearshift and instrument bezels, and an upgraded premium audio system with a DVD-based navigation system.

Just two colours were offered (evenly divided with 21 examples each): metallic gold *Oro Elios*, which represented dawn, and a colour-shifting bronze-maroon called *Marrone Eklipsis*, which represented sunset. In summation the most advanced version of the definitive 1990s Lamborghini, the VT 6.0 Special Edition was unveiled at the 2001 Geneva Salon and defined as the apogee of the company's highly developed Diablo, a rare iteration replete with arresting aesthetics and blistering performance.





THE LAST 'BRAND-NEW' DIABLO

This delivery mileage VT 6.0 SE is the fortieth car built, making it amongst the very last Diablos produced. This U.S.-specification example was finished in *Marrone Eklipsis* paint, and the Diablo was sold in 2008 to a West Coast-based enthusiast. The car continued to lead a pampered life of immaculate storage as it was garaged in a climate-controlled facility. In 2012 the Diablo was sold to its next collector owner, and the odometer displayed only 19 miles at the time of cataloguing.

Nearly the last of only 42 examples built, this rare Diablo VT 6.0 SE would make an outstanding addition to any supercar collection, particularly appropriate for marque enthusiasts searching to acquire minimally used examples of the rarest boutique-edition cars. The 6.0 was the most refined and ultimate version of the legendary Diablo, the SE was the last and most exclusive version of the 6.0, and this Special Edition is in virtually new condition. Perhaps the best-preserved and lowest-mileage example of the final Diablo built, this car is without question the zenith of the model's eleven-year evolution.



120 †□*1990 FERRARI F40

CHASSIS NO.
ZFFGJ34B000084467

ENGINE NO.
21378

GEARBOX NO.
441

\$1,500,000 – \$1,750,000

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

Fully restored by marque specialists in Italy

Ferrari Classiche Certified, retains its
original engine, gearbox, and bodywork

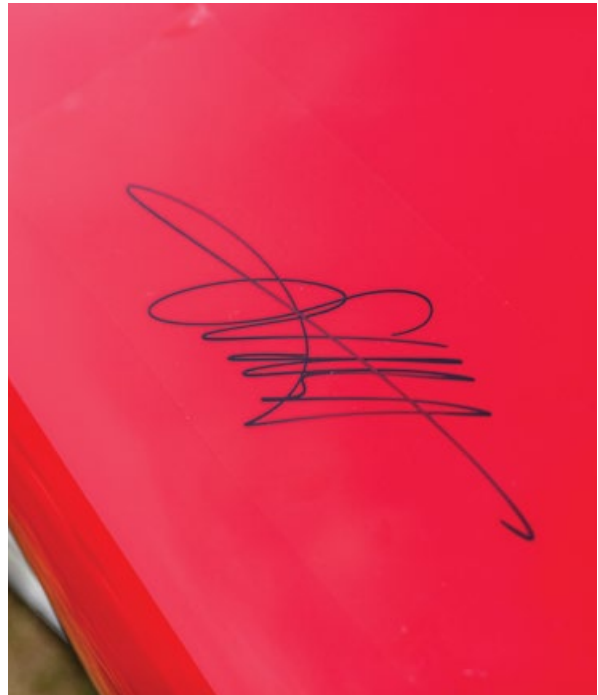
Autographed by Ferrari Formula 1
driver Sebastian Vettel

Rightly considered to be one of the greatest Ferraris of all time, the F40's iconic and instantly recognisable body shape has been turning heads and adorning the walls of car enthusiasts for the last thirty years.

Built as a celebration of Ferrari's 40th birthday, it was the successor to the 288 GTO and based upon the Evoluzione variant of the same model, of which just five were produced. Perhaps even more

poignantly, it was the last Ferrari to be launched whilst Enzo Ferrari was still alive. It features a heavily reworked variant of the 90-degree V-8 engine that had powered its predecessor, equipped with twin turbochargers and a slight capacity increase to 2,936 cc from 2,855 cc. Conrod bushes were made from a mix of silver and cadmium, and the pistons featured cooling jets inside their crowns, whilst each of the eight cylinders was fed by twin injectors. The turbos themselves were controversially sourced from IHI at a time when the Scuderia's F1 team were using KKK units, having been back-to-back tested on prototypes and found to have superior performance and drivability when paired with the Weber-Marelli electronic injection system, which itself featured a whole raft of





concurrent F1 technology. Boost pressure was raised from 0.8 bar, as found in the 288 Evoluzione, to 1.1 bar, and peak power grew commensurately to 478 bhp at 7,000 rpm.

The no-compromise approach to developing the F40 was not limited to the induction system or engine. In complete opposition to its computer-controlled competition, perhaps the finest example being Porsche's 959, the F40 was designed from the outset as a racing car, a modern interpretation of the 1960s Ferraris that could be driven to Le Mans, raced, and then driven home the next day. As such, wherever possible it forwent any electronic wizardry that could dilute the driving experience and stuck to the age-old principle of less weight and more power. The F40 does not have an anti-lock braking system—it does not even have servo assistance. Instead, it has vented and drilled brakes not dissimilar from those found in Group C racing cars, featuring floating discs with alloy centres to minimise unsprung weight. On the inside, the racing theme continues; bare carbon-fibre panels take centre stage, whilst door handles, trim, and a radio are all sacrificed to save weight. Only air conditioning was retained, but purely as a necessity to stop occupants being overwhelmed by the heat generated from the engine during spirited driving.

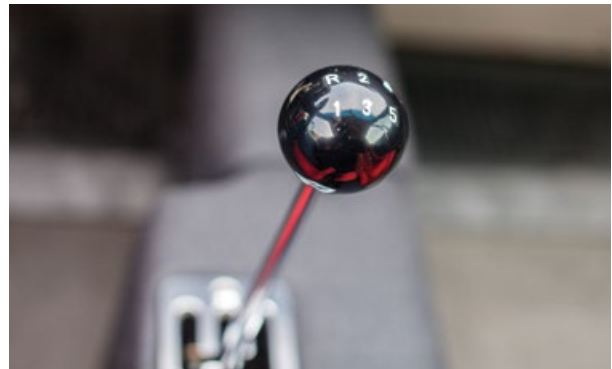
For the chassis, Ferrari again borrowed heavily from technology developed for its Formula 1 programme; its panels were moulded from Kevlar and bonded to the body frame with advanced

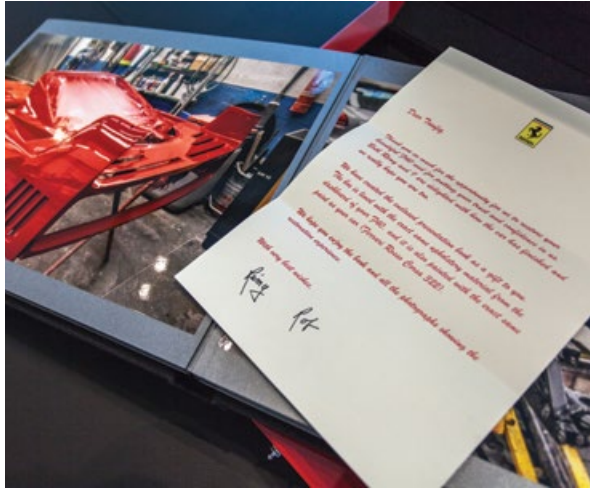


adhesives, resulting in a torsional rigidity three times higher than equivalent all-steel cars. The body frame itself consisted of a rigid tubular steel chassis and cabin section, providing the structure of the cabin as well as the mounting points for the engine and suspension components. It was a true featherweight, tipping the scales at just 1,100 kg without fluids. Pininfarina's Leonardo Fioravanti was tasked with the styling, and few would disagree that he created an icon; inspired by the 288 Evoluzione, its impossibly low, wide, and aggressive aesthetics equipped the F40 with looks to equal its performance and even enabled it to trump the Lamborghini Countach's visual appearance.

This particular F40 is a non-catalytic-converter example fitted with standard suspension. It was delivered to Jeddah, Saudi Arabia, in March of 1990 and spent the vast majority of its life in static storage. Thankfully, it was recently awakened

from hibernation in November 2015 by its current owner and returned to Maranello for a complete restoration by marque specialists and certification by Ferrari Classiche. The results are truly spellbinding; it presents in pristine condition throughout, its *Rosso Corsa* paintwork blemish-free, its matching *Rosso* interior free of wear, and its engine bay a true sight to behold. Adorned with the signature of four-time world champion and current Ferrari Formula 1 driver Sebastian Vettel on its nearside front wing, it is accompanied for sale by its original handbooks and toolkit in their correct pouches, as well as a fitted car cover. In addition to its Classiche binder, which confirms the car retains its original engine, gearbox, and bodywork, it is accompanied by invoices and photographs documenting the restoration process. These are contained in a box lined with the same material used on the dashboard of the car and painted in the same *Rosso Corsa* 322 paint.





Reviews of the F40 are unanimous in their praise, citing a machine that is beautifully balanced to drive, even docile at low speed, but truly intoxicating once the turbos are spooled up at 3,000 rpm. It was, and still is, a true racer for the road that gives drivers exactly what Fioravanti had described at the launch event at Imola in 1987 when he remarked, 'This car for us has a special meaning...We have recovered the design of a car as an emotion, just as in the old days.'

As *Car & Classic* eloquently surmised, 'The F40 is not a machine to measure by statistics. They give no impression of how it feels, how visceral the driving experience is, how it oozes malevolent charisma from every pore. In returning to its roots and placing pure emotion at the core of the F40, Ferrari created the greatest supercar of all time.'







121 ♦□*1993 JAGUAR XJ220

CHASSIS NO.
SAJJEAE8AX220683

SERIAL NO.
077

ENGINE NO.
6A10335SB

\$400,000 – \$500,000

DOCUMENT
US TITLE

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

See page 8 for VAT status explanation.

Offered from nearly 20 years of single ownership
Recent six-year service by XJ220 specialist Don Law Racing
Highly original with less than 7,800 km from new
One of only 282 produced

Tom Walkinshaw's desire to reinvigorate Jaguar's racing efforts led to him assemble a group of Jaguar engineers to create a car that would rekindle the magic the automaker experienced at Le Mans in the 1950s, when the company won the race an impressive five times. The first concept car was built with a V-12 and four-wheel drive, putting it in contention for the title of the fastest production car ever built.

When the XJ220 debuted in concept-car form at the British International Motor Show in October of 1988, it was just a few hours old. Jaguar's team finished putting the car together just eight hours before its debut. The car was a hit on the stand at the National Exhibition Centre—so much so that the automaker reportedly received several blank checks.

However, Jaguar was not ready to build the outlandish XJ220—or, rather, the automaker was not in a financial position to do so. After a feasibility study suggested that the XJ220 could be a moneymaker, Jaguar and Tom Walkinshaw Racing used their joint venture to form Project XJ220 Ltd. to complete development of what was touted as a 220 mph sports car.

The production car that launched in 1991 did not have four-wheel drive or a V-12, but rather was powered by a 542 bhp, 3.5-liter twin-turbocharged V-6 engine. The engine was paired to a five-speed manual transaxle, which distributed power to the rear wheels. An amazing engineering achievement for Jaguar, a pre-production XJ220, was tested in Fort Stockton, Texas, in 1991, recording a top speed of 212.3 mph, making it the fastest production-intent car ever built.

Despite its performance, some clients who left deposits after seeing the original concept were unsatisfied with a twin-turbo V-6 and decided not to take delivery, resulting in a number of XJ220s being left unpurchased at the factory. The XJ220 on offer was built in the fall of 1993, finished in the stunning shade of Spa Silver with a grey interior. It bears serial number 077 on its doorsills, making it the 77th of just 282 examples produced.

One of the examples left unpurchased, this XJ220 remained in England through early 2000 and was purchased by RM Auctions along with a batch of other unpurchased XJ220s and shipped to Canada. With only 2,700 km on its odometer, it was sold by RM Auctions to its current owner in the U.S. and has remained



with him ever since. Clearly having been adored and well looked after over the past two decades, this unmodified example shows limited signs of use, with the odometer displaying less than 7,800 km from new.

Most recently, this year the XJ220 was shipped across the pond to the UK and renowned XJ220 specialists at Don Law Racing, well known as the go-to specialists on the model. No stone was





02220



left unturned in making sure the car was brought back to as-new condition mechanically. After being removed from the car, the engine was fully rebuilt and all inlet and exhaust valves were replaced, new pistons and rings were fitted, the head gaskets along with all other perishable components such as gaskets and seals were replaced, and the catalytic converters were rebuilt. New timing and alternator belts were fitted, and all fluids and filters were replaced. The transmission was also removed from the car and fitted with a new clutch. Importantly, the fuel tank was replaced, and along with that, new fuel hoses and pumps were installed. The suspension was rebuilt, new brake pads were fitted after the discs were bead-blasted and cleaned, and the wheels were fitted with four new Bridgestone tyres. After the work was completed, the car was road-tested, and the XJ220 was confirmed to be in excellent running order.

Undoubtedly one of the most exciting and interesting Jaguars ever built throughout the company's illustrious history, the XJ220 is truly a landmark automobile in British automotive history. Low-mileage examples in well-kept condition can be difficult to find, and thanks to its most recent service, this example is now ready for whatever its next owner has in store, and it would surely be welcome at concours or Jaguar club events, thanks to its supremely original condition and low mileage. For any collector of British sports cars or modern supercars, an XJ220 is a must-have automobile, and this example certainly checks all the right boxes as perhaps the only turn-key and fully sorted XJ220 on the market currently.



122

†□*2014 KOENIGSEGG AGERA R

CHASSIS NO.
YT9JJ1A27EA007103

\$2,000,000 – \$2,500,000
OFFERED WITHOUT RESERVE

DOCUMENT
US TITLE

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

See page 8 for VAT status explanation.


Only 18 examples built; one of two finished in blue carbon fibre

Less than 4,400 miles from new; recently serviced

Impressive engineering; capable of running on petrol or E100 biofuel

Groundbreaking supercar from an equally innovative company





Known for their exceptional performance, revolutionary engineering, and Swedish charisma, Koenigsegg quickly made a name for itself after Christian von Koenigsegg founded the company in 1994 at only 22 years old. He would later debut the incredible CC8S production prototype at the Paris Motor Show six years later. Accruing world records for Most Powerful Production Engine with the CC8S and Most Powerful Production Car with the CCR, the company put the world on notice when the CCR took the McLaren F1's top speed record at the Nardò Ring in February 2005, hitting a top speed of 387.86 km/h.

Moving from strength to strength, another big moment for Koenigsegg came in 2010 at the Geneva Motor Show, when it unveiled the Agera. This heralded a departure from twin-supercharged cars to twin-turbochargers, with plenty of time spent to develop an exhaust system that virtually eliminated turbo lag. Koenigsegg even developed new wheels, designed like turbines to extract heat from the massive brakes.

The following year, the introduction of the Agera R offered welcome updates to the model, including new winglets on the nose and an all-new Aero exhaust. Koenigsegg set a world record in 2011 for driving 0–300–0 km/h in a blistering time of 21.19 seconds, a record that stood for four years before being bested by Koenigsegg's own One:1. Importantly, the massive performance can be reined in at a moment's notice, care of Koenigsegg's carbon-ceramic piston brake system. Braking from 100–0 km/h is accomplished in just 30.5 metres.



Perhaps more impressive is that Koenigsegg Agera R runs on both petrol and E100 biofuel, taking a sustainable step in the direction of performance. Importantly, the car's engine management system can sense what fuel is in the car, or a mixture of the two, and adjust accordingly. Amazingly, the Agera R actually produces more power on biofuel than it does on normal petrol, producing 1,140 bhp and 1,200 Nm of torque on E85 and E100 compared to 960 bhp with 1,100 Nm of torque on 95 octane petrol, with changes to the boost pressure and ignition timing to match each fuel's specific characteristics. Accordingly, for the Agera R, a new Aero exhaust was fitted, and the engine RPM limiter was raised.

Only 18 examples were built from 2011 to 2014, and this car is amongst the very last. Chassis 7103 was completed in April 2014. It sports a very attractive colour scheme of dark blue exposed carbon fibre contrasted with silver stripes and accents. Riding on five-spoke carbon-fibre wheels, the car is trimmed in black leather and Alcantara, with red Koenigsegg crests stitched on the seats. The centre console infotainment panel has been anodized black, rather than being finished in brushed aluminium as was standard.

Fascinatingly, the car was originally born with a blue-and-white interior, utilising ostrich-skin leather dyed white on the instrument

binnacle, door handle pulls, and rear bulkhead to make for a truly unique specification. However, the individual who commissioned the Agera R did not take delivery, and after it found a new buyer, who was U.S.-based, the interior was retrimmed to its present configuration. At that time, the rear diffuser was also refinished in black from its original white.

According to the accompanying CARFAX report, the car entered the U.S. in August 2015 and was noted as having just 10 miles on its odometer, though it was not built to U.S. specifications. One year later, the car had been driven barely over 1,000 miles and was noted as residing in California. It has remained there ever since, and today the car is showing just under 4,400 miles on its odometer.

Koenigsegg proved in 25 short years that an individual with a dream can take on the supercar establishment and win. The company's philosophy of building innovative and revolutionary cars shines through in every aspect of the Agera R. As such, this example would be a brilliant addition to any collection, benefitting from being one of only two such cars finished in blue carbon fibre and having been driven less than 4,400 miles from new. It will not only be admired for decades to come, but will surely hold its own against the supercar establishment for the foreseeable future, like the company that bears its name.







123 ^{†□}*1956 MERCEDES-BENZ 300 SL GULLWING

CHASSIS NO.
198.040.6500206

ENGINE NO.
198.980.6500212

BODY NO.
198.040.6500202

\$1,400,000 – \$1,800,000

DOCUMENT
GERMAN FAHRZEUGBRIEF

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

See page 8 for VAT status explanation.

Outfitted from new with the optional
sport suspension and NSL engine

Highly attractive Silver-over-Red colour scheme

An excellent addition to any collection





Mercedes-Benz won the Carrera Panamericana in 1952 with a W194 300 SL coupe driven by Karl Kling. Fast, attractive, and successful, the U.S. Mercedes-Benz importer Max Hoffman saw promise in the car's success elsewhere—particularly in his showroom in New York City in street-legal form. Mercedes-Benz's racing success prompted Hoffman to approach the company with the idea of using the tube frame of the W194, along with its high-performance three-litre engine and unique roof-hinged doors to create a road car based on it. It was a radical proposal, but Hoffman had a highly developed sense for the U.S. market and backed up his suggestion with his checkbook. He placed an order for a thousand luxury high-performance coupes based on a more refined version of the W194.

What would result became a true automotive icon of its era. Mercedes-Benz's 300 SL was the industry benchmark for performance in the 1950s, pioneering a number of cutting-edge technologies, including fuel injection and a welded, tubular-steel frame that only weighed 182 lb, which of course necessitated those now legendary 'gullwing' doors. Thanks to its brilliant performance and incredible looks, it became a favourite of scions of industry, heads of state, and celebrities worldwide. The 300 SL was also raced and piloted by the top drivers of the day, such as John Fitch, Olivier Gendebien, Paul O'Shea, Prince Metternich, and, of course, Sir Stirling Moss, who holds the 'forever' course record for his famous Mille Miglia finish in 1955. It all added to the romance of a car that seemed destined to become a legend the moment production began.

Completed by Mercedes-Benz in August of 1956, chassis number 6500206 was originally delivered to the Philippines though its distributor in Manila and surely would have been one of only a handful of 300 SLs delivered to that part of the world. Originally finished in Blue DB353 with red leather upholstery, very early on



in the car's life it was repainted silver metallic. Importantly, the car was also specified with the optional sport suspension and NSL-spec engine (Nockenwelle Sport Leicht, which signifies the presence of a lightweight sport camshaft), raising power output to 230 bhp. Of the 1,400 Gullwings produced, approximately 300 were fitted with both the NSL engine and sport suspension, not counting the four Sportabteilung works-prepared Gullwings or the 29 alloy-bodied examples which were built with all available upgrades.

The Gullwing's first owner was Augusto Santos of Manila. Details of its early history are vague, but it passed through at least one owner in the United States, Sergio T. Naghiat of Riverdale, New York, before being imported to Germany in 2007. By 2009 the Gullwing was located in Austria and noted as having been restored in the mid-1990s. In 2008 the car had been upgraded

with a new cylinder head and sport camshaft to ensure smooth operation with modern unleaded petrol. Its new owner in the UK had the car fully repainted in its current silver before the car returned to Continental Europe, where it was purchased by the consignor in 2017. An engine compression test from that year showed that all cylinders were performing well, and the car has remained well preserved largely in storage ever since.

Over sixty years later, the 300 SL still remains as Mercedes-Benz's most recognisable car, and its influences can still be seen in the company's automobiles today. Well suited for rallies, touring, or club events, Gullwings are eminently usable automobiles and can be found on every collector's wish list, if not already in their garage. This example is particularly desirable, as it still boasts its original NSL-spec engine and sport suspension, and would surely be a thrill to use and enjoy for any collector.







124

†□* 2017 PAGANI ZONDA AETHER

CHASSIS NO.
ZA9C820C110F76131

ENGINE NO.
120983

\$4,500,000 – \$5,500,000

DOCUMENT
**GUERNSEY VEHICLE REGISTRATION
CERTIFICATE**

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

See page 8 for VAT status explanation.

Offered from the collection of its first owner

One-off '760'-specification roadster, 131st of
140 Zonda production road cars to be built

Fitted with an ultra-desirable six-speed manual
gearbox and a host of unique features

Displaying less than 1,400 km from new

Widely regarded as one of the finest
and last manual-transmission, naturally
aspirated supercars ever built

The extraordinary story of Horacio Pagani and his creation, the Zonda, seems virtually unrepeatable today. A single man's passion and desire to create a peerless supercar in terms of performance and design led him to emigrate from a rural town in Argentina to Modena, Italy, to found his eponymous company. Today, Pagani Automobili is one of the most globally recognised and revered brands, and the iconic Zonda celebrates its 20th Anniversary this year.

One relationship was key to the creation of the Zonda: that of Horacio Pagani and fellow Argentinian and five-time World Champion Juan Manuel Fangio. Fangio recognised the rare talents and determination of Horacio Pagani and not only wrote letters of recommendation for his young compatriot that helped him move to Italy and develop his vital relationship with Mercedes-Benz, but also assisted in the early development of the Zonda. Fangio passed away four years before Pagani's first Zonda would be completed, but his legacy is repeatedly honoured in the company's products.

An unprecedented attention to detail and pursuit of perfection resulted in Pagani taking seven years to complete the first Zonda C12, an incredible length of time considering the fast pace of supercar development, and the fact that this project was an entirely private enterprise for Horacio Pagani



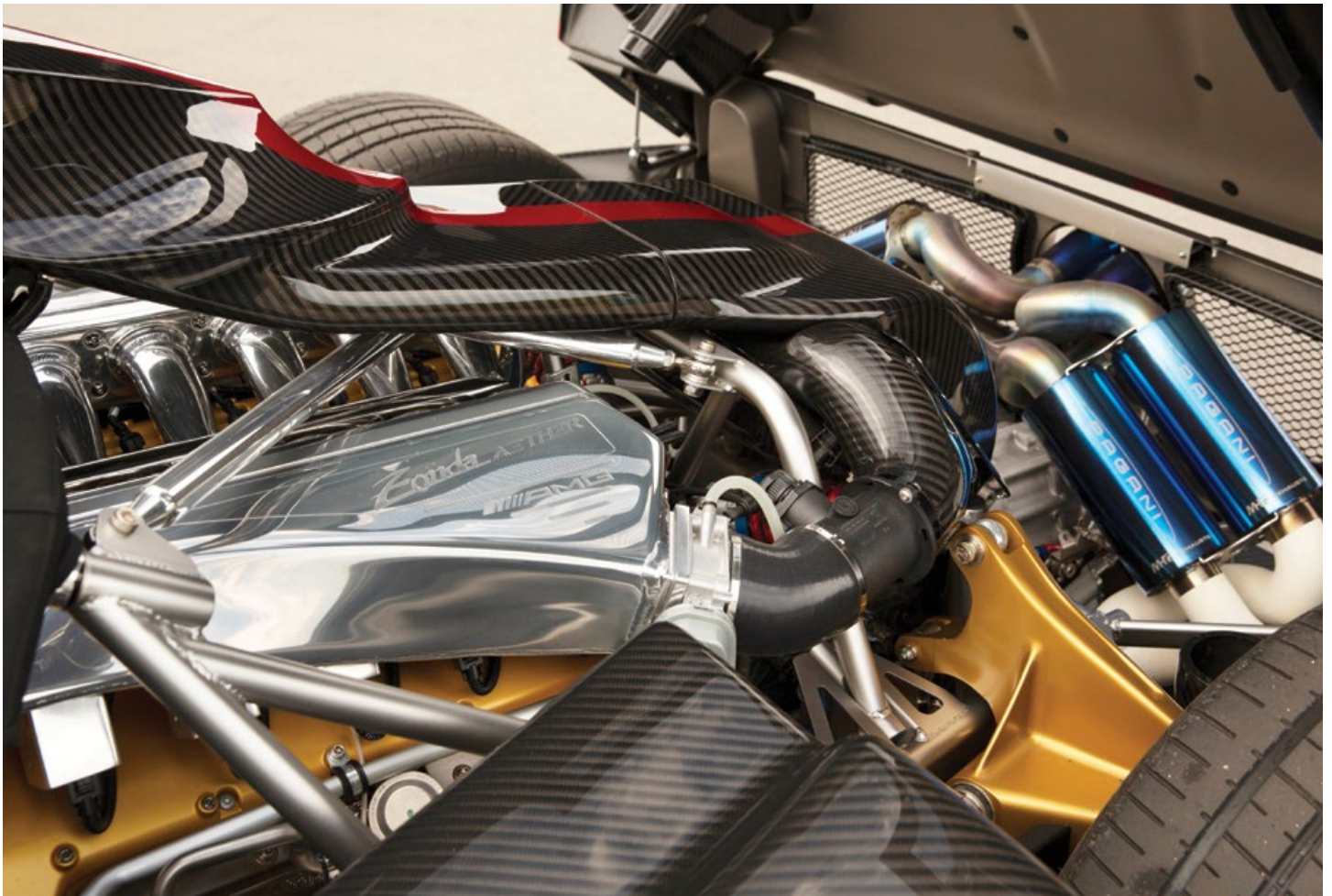
and his young family. Ready in time for its launch at the 1999 Geneva Motor Show, the Zonda C12 immediately impressed journalists, but nobody fully appreciated what the relatively unknown Pagani Automobili would become, turning supercar design into more of an artform whilst never compromising the single-mindedness of the engineering behind its products.

The Zonda would evolve from the C12 with its Mercedes-Benz 6.0-litre V-12 engine, delivering 444 bhp to the extravagant HP Barchetta with the now legendary AMG-tuned 7.3-litre V-12 producing 789 bhp, whilst always keeping its kerb weight below a remarkable 1,300 kg. Pagani Automobili's ability to produce unique cars specified to the

exact desires of its clients is unmatched outside Modena, and eventually a short run of '760'-specification Zondas would emerge. Each and every one of these '760' Zondas is unique, making them some of the most special Zondas to leave the factory in San Cesario sul Panaro. All of them feature the most advanced iteration of Zonda chassis with a carbo-titanium monocoque, a material developed by Pagani in which titanium and carbon weave are bonded together to benefit from the engineering properties of both materials. In addition to the chassis, all '760' Zondas feature an engine tuned further to 749 bhp, with the original brief for the engine to match the performance figures of the raw track-only Zonda R.







Named after the pure air high above the clouds, the Aether is one of the finest of Horacio Pagani's creations, a full '760'-specification roadster tastefully specified throughout, resulting in one of the most aesthetically pleasing Zondas in existence. Finished towards the end of 2017 and importantly using a chassis number and carbo-titanium chassis that has only ever been utilised by the Aether, this Zonda is fitted with the full '760'-specification 7.3-litre V-12 engine capable of revving just beyond 8,000 rpm, where it delivers its full 749 bhp. The incredible shriek of the AMG V-12 is unique to the Zonda, thanks in part to the beautifully sculpted and ceramic-coated exhaust manifolds which exit in the Pagani trademark of four exhausts within a black circle for the Aether. One of the most pleasing aspects of driving the Aether with no roof is the ability to hear the wonderful induction noise of the monstrous V-12 sucking air through Aether-engraved air boxes, which are connected to the Cinque-style snorkel inches away from the occupants' ears.

Mated to the V-12 is one of the most desirable aspects of the Aether, the six-speed manual transmission. The evolution of the

supercar into the hybrid era has left enthusiasts harking back to the analogue driving experience of manual transmissions and naturally aspirated engines; the Aether is a perfect swansong for this, with the same gearbox that was fitted to all the production Zondas before the introduction of the Cinque.

Pagani's unrivalled reputation for attention to detail is bolstered with the Aether, as the number of non-standard features throughout this Zonda are too numerous to list in this catalogue. One design value is very evident in the Aether, and that is the competition-inspired nature of this Zonda. The interior is fitted with sculpted Zonda HP Barchetta-style seats, clothed in luscious black leather with red diamond stitching, complemented by four-point harnesses. Further special features include the deletion of interior door handles, replaced by leather pull straps, along with a large starter button in the centre console, LED rev counter, extra oil gauges, and a gear selection read-out. To further remind the driver of this Zonda's unique character, 'Aether' is engraved in various places throughout the cockpit.





The exterior is as impressive as any Zonda, boasting exposed carbon-fibre throughout, save for a painted Cinque-inspired red stripe and matching highlights. The exposed carbon fibre is beautifully finished, with the wings and sides coated with a lacquer, and the central section and lower sides and skirts of the body left in matte, further highlighting the stunning shape of this Zonda. The aerodynamic features of the Aether take strong cues from the Zonda R, with an R-style front splitter, dive planes, side skirts, and a large rear diffuser. Further Zonda R-inspired

features include the rear brake ducts along with front wing louvers first seen on the Cinque. As one of the last Zondas built, the Aether also benefits from recent Pagani styling with Huayra roadster-inspired aero details above the rear lights, sitting beneath the imposing '760'-specification rear wing. Finishing off the exterior features are the stunning black forged alloy wheels with contrasting red centre-lock wheel nuts, with each corner boasting carbon-ceramic brakes and red Brembo calipers.





Since delivery to its first and only owner at the beginning of 2018, the Aether was used on the European 2018 Pagani Raduno, Vanishing Point, before being put into dry storage with less than 1,400 km on the odometer. Most recently it has been subject to an inspection at Pagani UK, where a couple of very minor issues were corrected under warranty to ensure that it is presented in virtually as-new condition for its next owner. Importantly, this Zonda is accompanied by its original books, cover, carbon-fibre roof, and fitted luggage made specifically for the Aether.

The appearance of a Zonda on the open market is an extremely rare occurrence, this being the first example to be offered at a collector car auction in nearly seven years. Undoubtedly one of the finest examples ever to leave the factory, the Aether represents one of the most desirable Zonda specifications in existence, being a '760' roadster with a six-speed manual transmission. Built from new as the aptly named Aether to the first and only owner's desires, and offered with extremely low mileage, this is an unmissable opportunity for any collector to own one of the last Zondas produced. This is a car born from a single man's passion and a truly wonderful swansong for the naturally aspirated, manual-transmission supercar.

125 †*1982 FERRARI 126 C2

CHASSIS NO.
061

ENGINE NO.
52

GEARBOX NO.
16

\$2,000,000 – \$2,500,000

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

The sole surviving original 126 C2 of seven examples produced

Driven to victory in the 1982 German Grand Prix by Patrick Tambay

Piloted by Mario Andretti to pole position and 3rd place in the Italian Grand Prix

Also driven by Tambay to 3rd place in the British Grand Prix and 4th in France and Austria

Subsequently owned by prominent Ferrari collectors Jacques Setton and Michael Willms

Unquestionably, the 1970s had been good to Ferrari, the second half of the decade particularly so. Three World Drivers' Championships and four Constructors' titles in five years had brought success to Maranello on a scale unseen since the glory days of Ascari in the early 1950s. However, the new decade provided a serious reality check. If 1979 had been a triumph—with Jody Scheckter crowned World Champion and the Scuderia securing a resounding victory in the Constructors'







Patrick Tambay behind the wheel of the 126 C2 at the 1982 German Grand Prix, where he finished 1st overall.
Courtesy of Motorsport Images

standings—then the paltry eight World Championship points scored the following season were an unmitigated disaster.

For 1981, Ferrari embraced the emerging turbo technology with the design of a new car powered by a ferociously powerful 1.5-litre V-6 turbocharged engine, the 126CK. With a chassis derived from the previous year's flat 12-cylinder 312 T5, the narrower V-6 engine permitted the area of ground effects to be exploited more comprehensively than had previously been the case. However, it soon became apparent that the car's surface aerodynamics were rather less efficient, and a noticeable lack of downforce combined with the new engine's sudden power delivery made the 126CK far from driver-friendly. Nevertheless, lead driver Gilles Villeneuve took victories in Monaco and Spain en route to 5th place in the Constructors' championship, thereby ensuring that Ferrari were at least spared humiliation for a second consecutive season.

For 1982, the team recruited highly rated ex-Hesketh and Wolf designer Harvey Postlethwaite to carry out an immediate redesign of the 126CK, centring around the replacement of the

T5-derived chassis with a new structure constructed exclusively from aluminium honeycomb. Further improvements were also made to the engine—both in terms of power delivery and reliability—and to the aerodynamics, with mid-corner stability being a particular area of focus.

From the outset, Villeneuve and teammate Didier Pironi noted that the new car, dubbed 126 C2, was a considerable step forward from its unwieldy predecessor. Indeed, Villeneuve crossed the line in Long Beach—only the car's third race—in 3rd place, only to be disqualified for an illegal rear wing. In the next race at Imola, the 126 C2 scored its first win, albeit in the most controversial of circumstances when Pironi disobeyed team orders to pass Villeneuve on the final lap. At Zolder, two weeks later, the air of acrimony in the team would be displaced by one of devastation when Villeneuve—still incensed by Pironi's behaviour in San Marino—perished in a horrific accident in qualifying.

Still reeling from the popular Canadian's death, the Scuderia recruited debonair Frenchman Patrick Tambay as his replacement from the Dutch Grand Prix onwards. In only his second race with

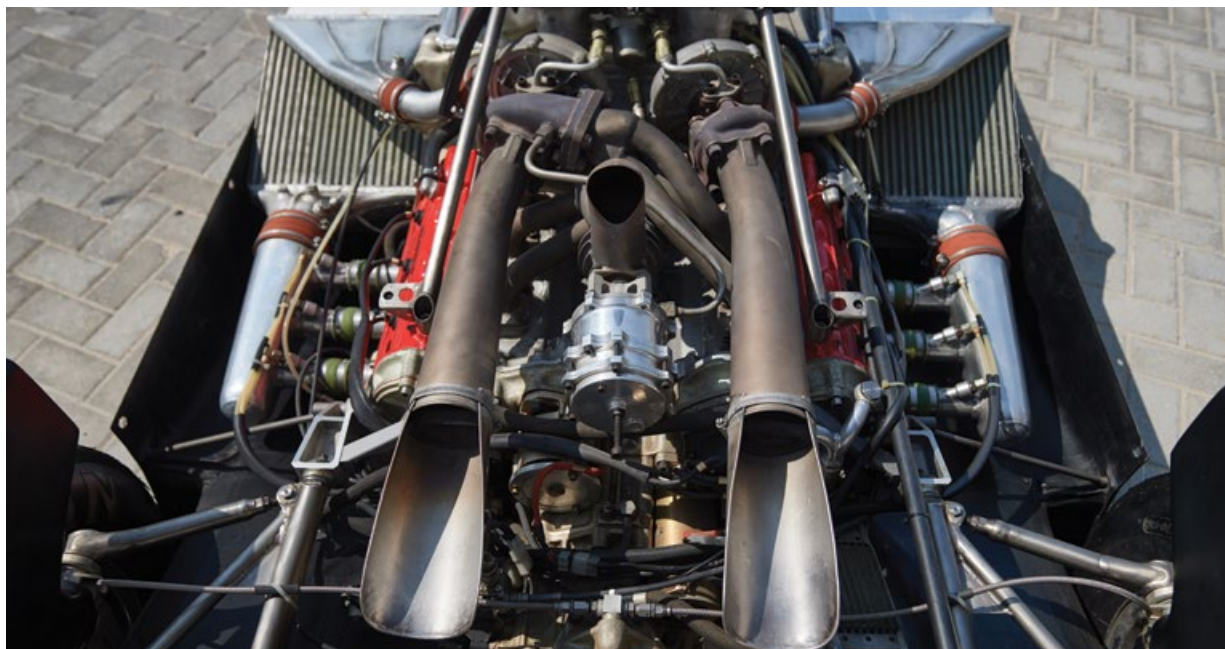
the team, Tambay used this particular chassis—061—to take a fine 3rd place in the British Grand Prix at Brands Hatch behind teammate Pironi and race winner Niki Lauda's McLaren. Only a week later, 061 was in action again in the French Grand Prix at Paul Ricard, Tambay finishing a creditable 4th in a French 1-2-3-4 behind Arnoux, Prost, and Pironi. The German Grand Prix weekend started traumatically for Ferrari, with Pironi suffering a horrendous qualifying crash in which he sustained career-ending multiple leg fractures. Tambay meanwhile—driving 061 again—had qualified in 5th place and proceeded to take advantage of Pironi's absence to record his maiden Grand Prix victory after a measured drive in difficult circumstances.

Following Tambay's 4th place in 061 at the Austrian Grand Prix, the car was driven by Ferrari returnee (and *tifosi* favourite) Mario Andretti at Monza, where the popular Italian-born Pennsylvanian

rewarded the crowd with a supreme pole position which belied his 42 years. In the race, however, Andretti made a poor start and suffered from a sticking throttle throughout, which relegated him to 3rd place at the finish behind race winner Rene Arnoux's Renault and Tambay's sister Ferrari.

Andretti was retained to drive 061 in the final round of the 1982 World Championship at the Caesar's Palace Grand Prix in Las Vegas, his 128th and final Grand Prix. The weekend would prove to be a tough one for the team, Andretti qualifying only 7th before retiring with suspension failure on lap 26, and Tambay failing to even take the start, having suffered a recurrence of a long-standing back injury after qualifying 8th.

However, having gone into the race with a three-way battle for Constructor's championship honours with McLaren and Renault,





Ferrari secured the title by virtue of Niki Lauda's failure to finish and Prost's relatively lowly 4th-place finish for Renault. After the tragedy of Zolder and the trauma of Hockenheim, few would have begrudged the Scuderia the accolade. Meanwhile, a surprised Keke Rosberg took the Drivers' crown, having won only one race all season but displaying remarkable consistency. Significantly, Pironi would finish 2nd in the Drivers' standings despite having competed in only 11 of the 16 Championship rounds, whilst Tambay's 7th place in the championship—having only started six races—marked him as someone to watch in future years.

Following its career as a Works car, 061 was sold to Jacques Setton in 2000, joining numerous other Formula One and Sports Prototype Ferraris in his collection at Chateau de Wideville, near Paris. From Setton, 061 passed to a Dutch Ferrari collector before being sold again to German enthusiast Michael Willms. During the latter's ownership, the car was prepared by Uwe Meisner's Modena Motorsport operation and ran in official Ferrari F1 Corse Clienti events.

The significance of the 126 C2 in Ferrari history is difficult to overstate. After the solid foundations laid by the 126CK, the C2's Constructors' title in 1982 started a remarkable sequence which remains intact to this day, Ferrari having finished no lower than 4th in the standings since. Significantly, 061 remains the only surviving 126 C2. That it is the car in which Mario Andretti scored his final pole position, podium finish, and World Championship points in Formula One merely adds to its historical significance. Immaculately prepared, 061 is ready for immediate enjoyment by its fortunate new owner and would assuredly be a welcome and highly significant addition to any single-seater or competition-focused car collection.





Mario Andretti in the 126 C2 during the 1982 Italian Grand Prix at Monza.
Courtesy of Motorsport Images



126 [□]*1993 PORSCHE 911 REIMAGINED BY SINGER

CHASSIS NO.
WPOAB2969PS420162

\$800,000 – \$1,000,000

DOCUMENT
US TITLE

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

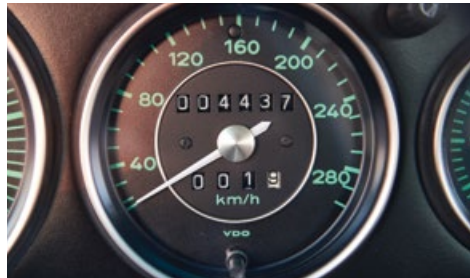
See page 8 for VAT status explanation.

'The Fiona Commission' built in 2016

One-owner example with less than
4,500 km since its rebuild by Singer

Exceptional specification, highly
optioned, including 4.0-litre engine

Undoubtedly the most desirable reborn,
reimagined, and redesigned 911



Arguably the world's most beloved sports car, the Porsche 911 is a car that has endured over fifty years of production throughout eight distinct generations and over one million cars produced. Capable of tackling the daily commute, running to the shops, spirited Sunday drives, or a podium finish at the 24 Hours of Le Mans, die-hard Porscheophiles would argue that there is no challenge a 911 cannot overcome. It is an icon of German design and engineering and a car that has consistently been the industry gold standard of performance. Over the years, countless 911s have been modified and upgraded by their enthusiast owners or aftermarket tuners to create their idea of the perfect 911, but perhaps no company has come as close to perfection as Singer.



Founded in Los Angeles in 2009 by Rob Dickinson, a die-hard 911 enthusiast and former lead singer for the British rock band Catherine Wheel, through Singer, Dickinson sought to create the ultimate air-cooled 911, combining aspects of 911s across all eras of air-cooled production. Starting with a 964-generation 911, Singer painstakingly 'reimagines' the car to create the equivalent of a 'greatest hits' album of Porsche's most iconic model. Perhaps Singer themselves say it best, in that they aim to achieve a 911 with 'the delicacy of the '63 original, the race-bred chic of the '70s, the solidity of the '80s, and the sophistication of the '90s...reimagined in a singular jewel-like car'.

Owners are given the basic choice between either coupe or Targa body styles, rear- or four-wheel-drive formats, and a 3.6-, 3.8-, or 4.0-litre engine. The cars are completely disassembled and taken back to bare metal, with carbon-fibre panels replacing the original, including the front and rear fenders, bumpers, bonnet, and engine decklid. From there, the sky is truly the limit when it comes to customization. Each Singer built is truly a bespoke creation, tailored to the tastes of each specific owner, with no two cars being alike.

Dubbed 'the Fiona Commission' by Singer, this particular car boasts a beautiful and well-thought-out specification. At its heart lies Singer's 4.0-litre flat six-cylinder engine mated to a G50 five-speed manual transmission. The 4.0-litre engine produces 390 bhp at a redline of 7,200 rpm and 315 foot-pounds of torque. Built by Ed Pink Racing Engines retaining the 964-generation block, it utilises numerous bespoke internal components, including pistons, cylinders and cylinder heads, crankshaft, cams, connecting rods, oil pump, throttle bodies, and intake systems. According to Singer, 911s equipped with the 4.0-litre engine can sprint to 60 mph from a standstill in less than 3.3 seconds, leading to 100 mph in 8.2 seconds.

The car is painted Midnight Blue, complemented by Fuchs-style wheels with matching brake calipers. Singer's larger-size steel Brembo brakes are fitted, along with an Ohlins adjustable suspension. Importantly, the Fiona commission also boasts the desirable options of the exposed centre-mounted fuel filler cap, as well as the exposed oil filler, a homage to the 1972 911s. Importantly, the car is also fitted with a carbon-fibre roof.









Inside, both driver and passenger enjoy track-specification seats and rollbar trimmed in cognac leather with an Ivory headliner. Creating a slight contrast are the dash, door cards, and kick panels, which are trimmed in Espresso leather. Furthermore, the transmission tunnel and the interior doorsills are finished in Midnight Blue to match the exterior paintwork. Keen eyes will also note the wooden 917-style gearshift knob and the car's instruments, which are done to replicate those in 1964–1967 911s, utilising light green font. The car is also outfitted with air conditioning, stereo with iPod connect, and subwoofer. It presently shows less than 4,500 km on its odometer since its rebuild by Singer in 2016.

Today, Singer has reimagined more than 100 cars, and it speaks to the company's attention to detail, philosophy, and the overall quality of the cars that so few examples have become available in the secondhand market since their inception. These are treasured automobiles, cars which are often driven and enjoyed by the individuals lucky enough to commission them new. This rare opportunity to purchase a Singer should not be passed by, and especially one built to such a lovely specification as the Fiona.



127 □*2015 JAGUAR C-X75 'SPECTRE'

CHASSIS NO.
WAEJLRB24001

SERIAL NO.
001

\$800,000 – \$1,200,000

DOCUMENT
BILL OF SALE

Please note that this lot is sold on a Bill of Sale.

See page 8 for VAT status explanation.

Featured in the James Bond film *Spectre*

The first of four stunt cars built by Williams Advanced Engineering

Driven in the film by actor Dave Bautista as supervillain Mr Hinx

Later driven by F1 driver Felipe Massa prior to the 2015 Mexican Grand Prix

Jaguar supercharged V-8 rebuilt by Williams after filming

Recently serviced by Williams, including installation of a new clutch

Documented with Jaguar SVO spec sheet and copy of the Spectre production call sheet for the chase-sequence filming

Rare James Bond villain car publicly offered for the very first time

For over fifty years, the James Bond film franchise has served as an unparalleled stage for some of the world's leading sports car manufacturers to showcase their greatest products. While this has most famously consisted of the Aston Martins driven by James Bond himself, it has also included an array of other makes, including those driven by the superspy's nemeses. From the winged AMC Matador of *The Man with the Golden Gun* and the sideview-mirror blow-dart-shooting Chevy 'Cororado' of *Live and Let Die*, to the machine-gun-equipped Jaguar XKR of *Die Another Day*, the Bond films have featured an incredible array of gadget-laden vehicles.



The 2015 release *Spectre*, in which Daniel Craig's James Bond faces the terrorist organization that proved to be his most prominent foe, was no exception. Midway through the film, the assassin character Mr Hinx (played by ex-wrestler and Marvel Cinematic Universe superstar Dave Bautista) is dispatched to do away with the irksome Bond, and a fantastic chase sequence ensues through the cobbled streets of Rome. While Bond drove an Aston Martin DB10 specifically designed for the film, Hinx piloted an exotic rear-engine supercar that automotive enthusiasts no doubt recognised as the Jaguar C-X75 concept car.

The C-X75 had originally debuted five years earlier at the Paris Salon, envisioned as a gas turbine-powered all-wheel-drive electric car wrapped in a slippery carbon-fiber-reinforced exterior penned by Ian Callum's team at Jaguar Design. Phenomenally sleek and attractive, the concept received immediate customer interest, and Jaguar eventually modified the power train to a more standard hybrid-electric configuration with an inline four-cylinder gasoline engine. Viewed as a potential competitor to hybrid supercars like the Porsche 918, the McLaren P1, and the Ferrari LaFerrari, the C-X75 was approved for a limited production of

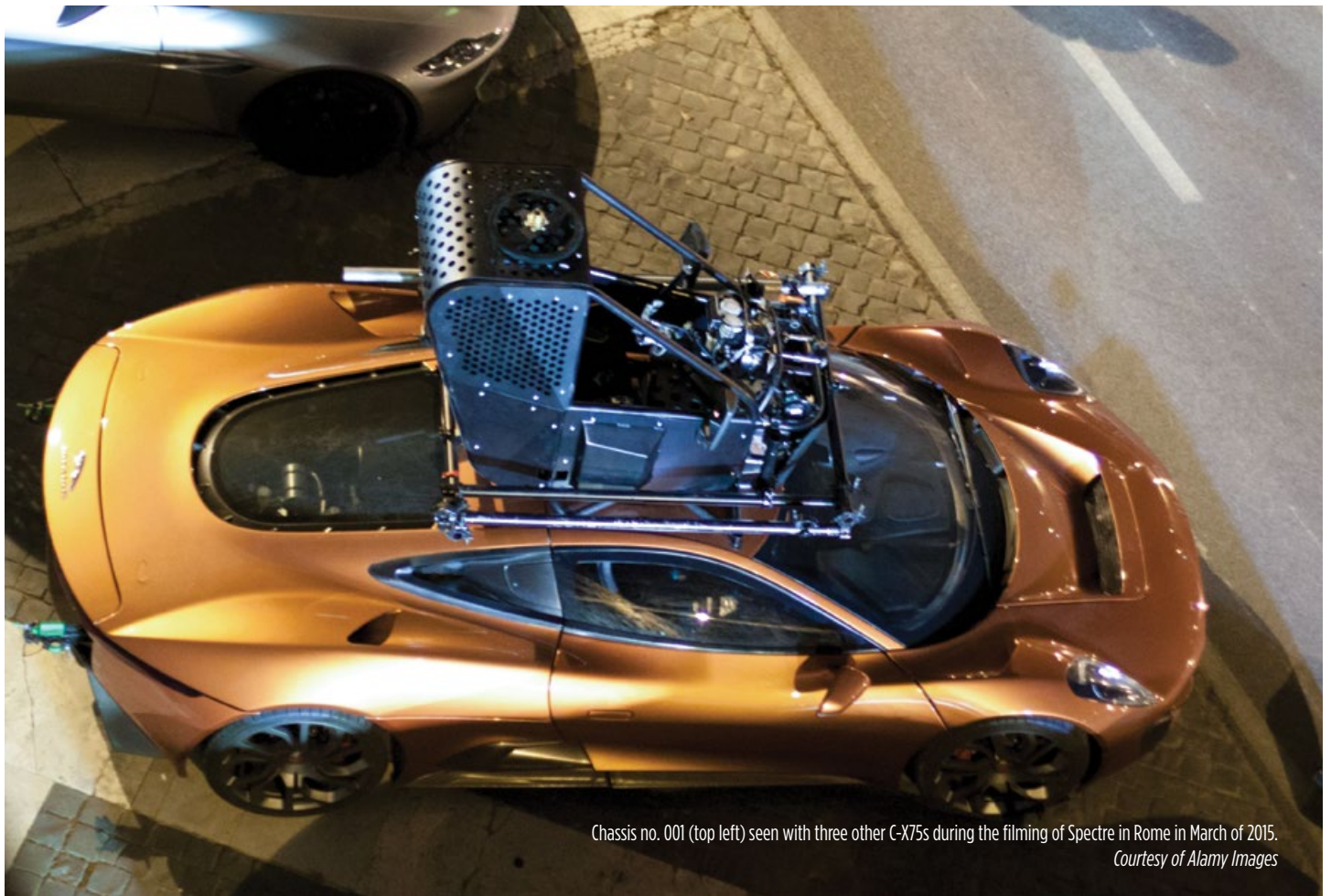
250 units to be built in conjunction with Jaguar SVO and Williams Advanced Engineering (a division of the well-known Formula 1 concern). Unfortunately, the program was cancelled in late 2012 after only five examples were built.

Two years later, however, the C-X75 received a temporary lifeline from the producers of *Spectre*, who sought a unique and menacing speed machine to accommodate the equally intimidating Mr Hinx. Williams Advanced Engineering was commissioned to build six new cars for use in the chase sequence, but the rigours of the scene necessitated significant deviations from the original design. As the cars were planned to drive onto sidewalks and speed down the embankments of the Tiber River, they required a much sturdier build than a production car, so Williams began with a tubular spaceframe made of extrathick steel tubing. Numerous World Rally Championship specifications were embraced, including extra-travel suspension.

A dry-sump version of the prodigious V-8 engine used in the F-Type was installed behind the driver's seat and mated to a Ricardo short-travel six-speed transaxle. The all-wheel-drive







Chassis no. 001 (top left) seen with three other C-X75s during the filming of *Spectre* in Rome in March of 2015.
Courtesy of Alamy Images

architecture of the prototype was changed to rear-wheel power delivery, which was transmitted via a mechanical limited-slip differential. Gearchanges were executed with a left-hand-only single sequential paddle shifter, and a hydraulic handbrake was mounted in front of the centre console for easily executed drifts. This was a car designed to be thrown around the streets of Rome with extreme burnouts, and the platform initially proved to be so ferocious that the engine was reprogrammed with torque limiting for improved driver control.

Williams built four such cars (along with two 'standard' versions) to serve in various roles in the single chase scene, including one modified to be fireproof, as Mr Hinx's demise would come at the means of a flamethrower shot from the rear of Bond's DB10. Chassis no. 24001 is the first of the four stunt cars built and served as a 'pod car'. In order for the actors to focus on their reactions and facial close-ups, driving duties for such shots were relegated to a secondary pilot who sat in a pod mounted on the roof. Because it served in this capacity, this stunt C-X75 endured far less brutal driving than the other three stunt cars, though all of them survived the shoot, a tribute to Williams's build quality.

Following filming, the cars were returned to Williams and serviced and refitted with parts as needed, and this car's V-8 engine was completely rebuilt. Chassis no. 24001 was then utilised for *Spectre* promotions, even being shipped to Mexico in late 2015 for an appearance at the Mexican Grand Prix. The Williams-Martini team driver Felipe Massa then test-drove the C-X75 to his heart's content, demonstrating how easily the stunt car could be pushed into slides and leave rubber doughnuts on the tarmac.

In May 2016 Jaguar sold the C-X75 to the consignor, a British collector who had served as a consultant to the manufacturer and therefore received personal consideration. The car has only been gently driven since, accruing a handful of miles while being displayed at a small number of events, including twice at the Chateau Impney Hill Climb, once at the Shelsley Walsh hillclimb, and once each at the esteemed Salon Privé Concours d'Elegance and the 2019 Silverstone Classic.

This James Bond film car is the rawest expression of the C-X75, a remarkable model that never saw full production, and may be



considered a spiritual stablemate of such rare Jaguars as the XKSS and XJ13. The car has recently been serviced at Williams as needed, including the installation of a new clutch. The interior remains fascinatingly unfinished, lacking panelling and upholstery, but still fitted with Recaro sport seats, the hydraulic handbrake, and a host of race-car-style dash buttons, including

a knob to adjust the AP Racing brakes. Documented with a Bill of Sale including an SVO spec sheet and a copy of the *Spectre* production call sheet for filming, this unique C-X75 offers an unparalleled opportunity to acquire one of Jaguar's rarest and most inspiring creations, complete with the provenance of use in the legendary James Bond franchise.



The lineup of Jaguar C-X75s at Williams prior to their release for on-screen duty in *Spectre*.
Courtesy of Williams Advanced Engineering



128 □*1997 FERRARI F355 BERLINETTA

CHASSIS NO.
ZFFXR41B000106459

ENGINE NO.
43846

\$100,000 – \$130,000
OFFERED WITHOUT RESERVE

DOCUMENT
**VENEZUELAN VEHICLE
REGISTRATION CERTIFICATE**

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

See page 8 for VAT status explanation.

Desirable manual-transmission variant

**Presented in its extremely rare original colours
of *Verde Mugello* over *Beige Tradizione***

**Recently recommissioned by marque
specialists DK Engineering**

Just 22,000 km from new

During the late 1960s came the first baby Ferrari in a long line of illustrious entry-level models, the mid-engined Dino. Evolving into the V-8-engined 308 by 1975, 328s and 348s continued the baby Ferrari's reputation for pretty design and spirited performance. F355s were the fifth incarnations, and from May 1994, they were offered as either a fixed-head berlinetta or targa-topped GTS; these were joined by a spider variant twelve months later.

Delivered new to Venezuela, this European-specification LHD F355 berlinetta is presented in the stunning and rarely seen colour combination of *Verde Mugello* over *Beige Tradizione*—potentially the rarest F355 colour, as just one of the five hundred F355s delivered to the UK was painted in *Verde Mugello* and around ten are known to exist in the USA (of 2,500 cars). This example features the much-sought-after gated manual gearbox offering the iconic click-clack gear changes Enzo-era Ferraris are known for.

Living a sheltered life in dry storage near Caracas, the capital of Venezuela, this F355 has covered just 22,000 kilometres from new. In early 2019, having spent an extended period of time in storage, the

car was sent to renowned marque specialists at DK Engineering. DK were instructed to complete a mini-restoration of the car, comprehensively tending to all aspects of the car; it was stripped down, removing all external fittings, and was soon sent for a full-body respray in its original *Verde Mugello* hue.

Following the respray, the engine and gearbox were removed from the car, affording complete access to steam-clean and identify any perished parts. A comprehensive major service was carried out, including the replacement of the cambelts. All coolant hoses and the coolant expansion tank were also replaced. The service further saw replacement of any perished items, including

driveshafts, seals, fluids, hoses, badges, and rubbers. At this time the alternator and ABS pump were overhauled. Along with these extensive works, the seats were expertly retrimmed in their original and correct material. Invoices in the file to the sum of £45,000 document the work carried out, the cambelt work most recently carried out in October 2019.

With the desirable open-gated manual gearbox and a very special colour combination, this example presents a rare opportunity to acquire a stunning, low-mileage F355 berlinetta, which has been subject to recent care and attention that few other F355s would have ever experienced.





129 □*1993 PORSCHE CARRERA RSR 3.8

CHASSIS NO.
WPOZZZ96ZPS496069

\$700,000 – \$850,000

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

**Delivered new to Germany and raced
in the ADAC GT Cup Series**

One of only 55 examples built

**Amongst the most desirable
of the 964 generation**

Porsche's Type 964-based Carrera RSR 3.8 of 1993 and 1994, built for European Pro GT racing and the North American Supercar Series, was a winner from the outset. The lightweight RSR 3.8 received its urge from a naturally aspirated, air-cooled six-cylinder Type 64/04 engine based on the 964's 3.6-litre powerplant. Increased compression, twin ignition, individual butterfly valves for each cylinder, and Bosch electronic fuel injection produce an official 325 horsepower, but

in reality, output was at least 375–390. Torque was rated at 284 foot-pounds. A racing clutch delivered power to a five-speed manual transaxle with 40% limited slip. The body shells, constructed on the regular 964 assembly line, were all seam-welded and then sent to Matter for installation of fully triangulated roll cages.

The RSR 3.8 featured light-alloy doors and front lids, and a steel engine cover strong enough to support the large fibreglass rear wing. Also included were lightweight front and rear bumper fascias, lighter and thinner side and rear windows, uprated racing suspension, disc brakes from the Turbo S, and 18-inch centre-lock modular alloy wheels from Speedline. These cars were equipped with a front



strut brace, a 43-litre fuel cell, and a large oil radiator mounted in the nose. A single Recaro bucket seat with a six-point racing harness was provided, along with a fire-suppression system. When complete, the RSR 3.8 scaled a mere 2,673 pounds dry. Contemporary road testing demonstrated that the RSR 3.8 could accelerate to 60 miles an hour in 3.7 seconds and top 180 miles an hour.

Factory records indicate that there were 49 units delivered, in addition to a single pre-production test car and one factory race car. In the fall of 1994, an additional four cars were constructed, giving a total of 55, enough to satisfy FIA homologation requirements.

As documented in the authoritative *RS 3.8* by Jürgen Barth, Norbert Franz, and Robert Weber, this example was completed in April of 1993, finished in Speed Yellow with black leatherette, and optioned with the RSR 3.8 package, five-speed gearbox with limited slip, Turbo-look body, a 43-litre fuel tank, Pirelli tyres, racing seat, 18-inch RS Cup racing wheels, and unassisted steering. It was delivered to Otto Altenbach

at Obermaier Racing in Leverkusen, Germany. It made five recorded starts in the ADAC GT Cup series.

This RSR 3.8 is believed to have then passed to a Japanese collector before returning to Germany, where Freisinger Motorsport gave it a complete cosmetic restoration and mechanical refreshing that included a bare-metal respray, a full transaxle overhaul, and a suspension and brake rebuild. A new clutch was fitted, and the engine fully serviced. In June of 2016, this car, showing a minimal 14,779 km, was sold to the consignor. The purchase included a spare set of 9- and 11x18-inch-diameter Speedline wheels, two new Recaro racing seats, and new six-point harnesses.

This RSR 3.8 appears to have been little used since its restoration. Today RSR 3.8s occasionally appear in top-flight vintage events. Here is a rare opportunity to acquire a powerful and reliable factory-built RSR with a documented track history, perfect for display or track use in club or vintage racing.





130 #□* 2015 FERRARI FXX K

CHASSIS NO.
ZFF84DXX000209077

\$4,000,000 – \$4,500,000

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

Single ownership from new

Just under 250 km from new, never driven in an XX Programme event

Ferrari's most potent track-only, limited-production automobile; 1,035 bhp

Following in the footsteps of the popular Challenge Series, Ferrari and their Corse Clienti division realized that there was a market to produce and sell a limited production run of a track-only Ferrari supercar not intended for racing. These would be offered only to 'friends of the house', offering a unique experience to collaborate with the factory and develop the future generation of road cars. Over the course of the summer of 2005, prototypes of what would become the FXX were shown to







clients whom Ferrari thought worthy by invitation only to gauge interest. Formally introduced to the public at the Bologna Motor Show that same year, only thirty-eight examples were built over the course of production. A Corse Clienti version of the 599 GTB, the 599XX, was also introduced in 2009, offering clients the same experience as the FXX, yet in a front-engined package.

The true successor to the FXX would not be announced until after a new Ferrari hypercar; once the hybrid-electric LaFerrari broke cover at the Geneva Auto Show in 2013, it was only natural that a track-only version for use in Corse Clienti events would follow. The FXX K was first unveiled at Ferrari's Finali Mondiali held at Yas Marini Circuit in Abu Dhabi in 2014.

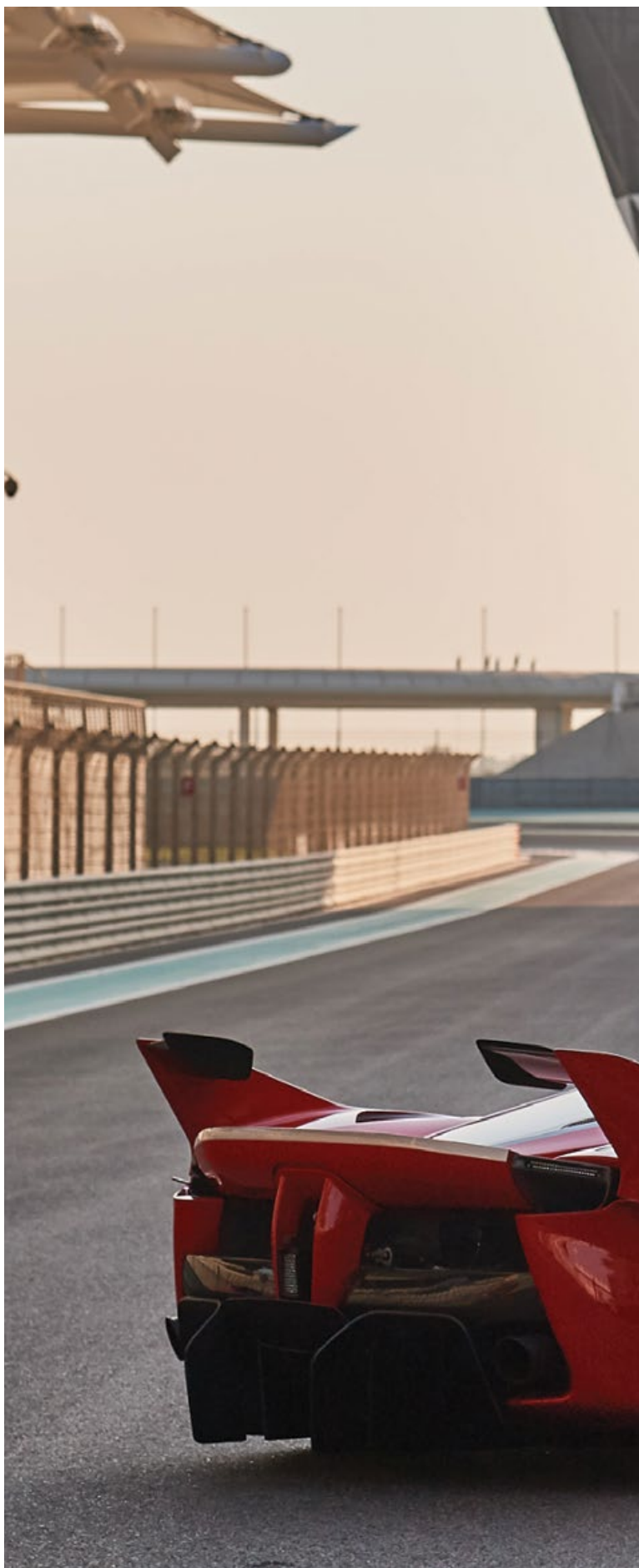
Power in both the FXX K's electric and petrol-powered motors was raised to 1,035 bhp in total, meaning 187 bhp from the electric motor and 848 bhp from the 6.3-litre V-12, an 85 bhp jump in total. Naturally, the car's aerodynamics were also seriously reviewed and optimised for use on the track, with the nose receiving a two-part splitter and vertical fins on either end. A twin-profile rear spoiler defines the rear end visually and helps to manage downforce, which is increased by as much as 50% over the LaFerrari. Boasting a much more menacing stance as a result, the FXX K is 194 mm longer and also 59 mm wider than its road-going sibling. Finally, the FXX K tips the scales at around 1,255 kg, some 90 kg lighter than the LaFerrari. It is able to lap Fiorano in just 1:14, five seconds faster than the LaFerrari.

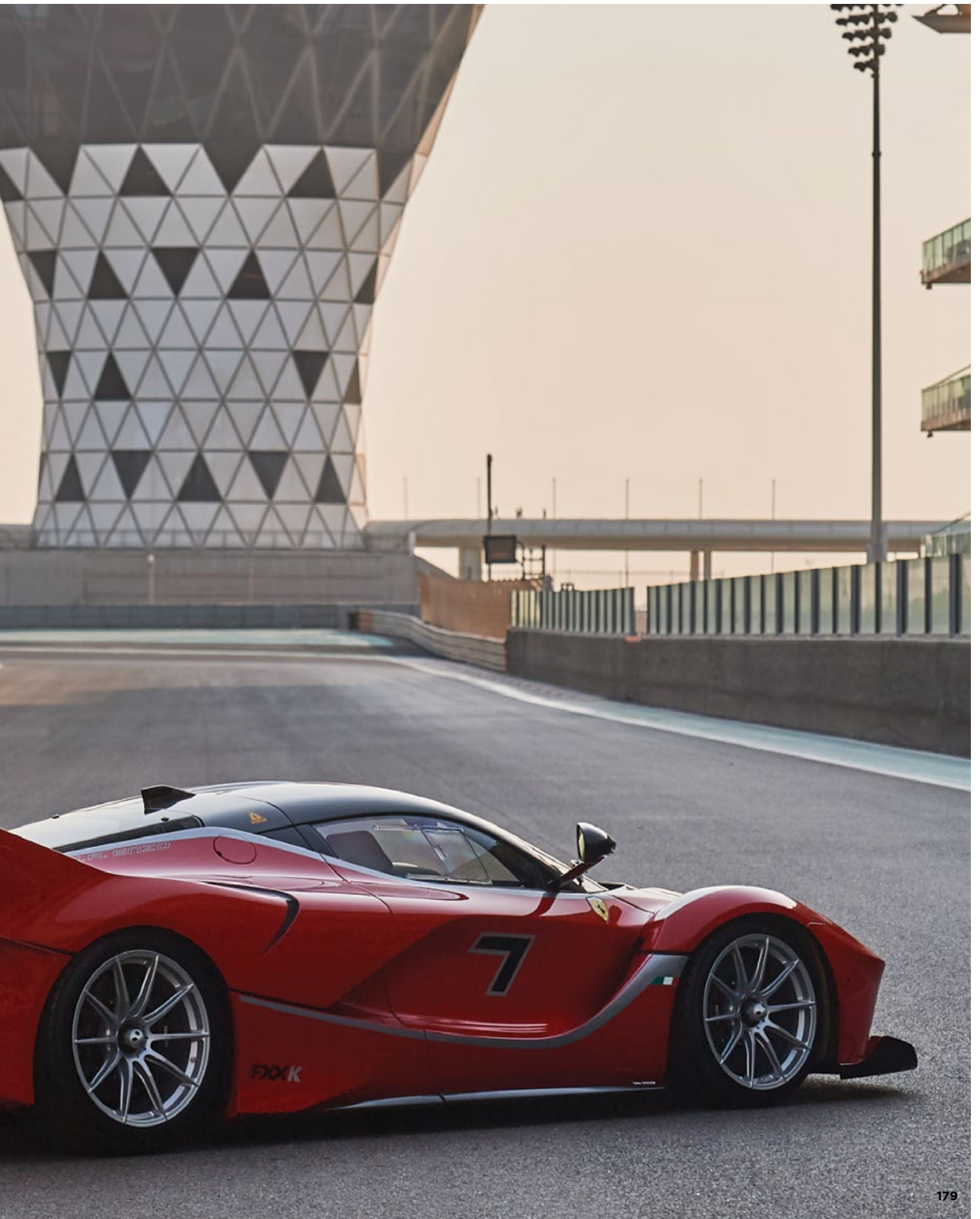




Painted in traditional *Rosso Corsa* with silver highlights and wearing the race number 7, this FXX K is offered today from the collection of its first and only owner. Since its delivery, the car has not been driven in any *Corse Clienti* events. It is presented in 'standard' guise and can be upgraded to 'Evo' specifications by *Corse Clienti* in Maranello, should its next owner choose, or can be enjoyed as delivered in its current configuration. With less than 250 km on the odometer, this FXX K is presented today in virtually as-new condition throughout.

Ownership of an FXX K truly offers a unique and exciting side of Ferrari ownership and on-track driving. Owners work in close collaboration with Ferrari's own engineers and professional test drivers to hone and improve their driving on some of the world's most incredible racetracks in a non-competitive format. Ready to be driven in *Corse Clienti* events worldwide in 2020 and beyond, this is an incredible opportunity for an enthusiast to become part of the Ferrari family.











131 †□* 2015 PORSCHE 918 SPYDER

CHASSIS NO.
WPOZZZ91ZFS800619

SERIAL NO.
619

\$1,000,000 – \$1,250,000

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

Single ownership and less than
1,200 km from new

Regularly serviced by official Porsche dealers
Beautifully outfitted with numerous options

Built for the 2015 model year and delivered new to its first and only owner through Alboraq Automobiles, Porsche's official dealership in Doha, Qatar, this 918 Spyder is the 619th example of the 918 built. Finished in GT Silver Metallic over Garnet Red leather with Silver piping, the car was also outfitted with a number of optional extras. These include the front-end lifter, interior fire extinguisher, seat belts in black, Burmester stereo, full leather seats, and the vehicle tracking system and Porsche Connect car connectivity package.

Beautifully outfitted for grand touring rather than all-out performance, this very much follows Porsche's ethos for the 918 Spyder itself. Truly bringing Porsche into the 21st century, the 918 Spyder posed a slightly different driving experience than its main competitors, the Ferrari LaFerrari and the McLaren P1. While those two cars used their electricity to further their pursuit of relentless and uncompromising performance, Porsche looked to make the 918 Spyder more usable on a regular basis. Comparing it to the trio in this regard, the 918 Spyder boasted the furthest electric-only range, the lowest carbon dioxide emissions, and lowest fuel consumption.



That said, the 918 Spyder was certainly no slouch when it came to performance. A sprint from 0–60 mph takes less than 2.5 seconds, faster than both the McLaren P1 and the Ferrari LaFerrari. Should the driver be brave enough to keep accelerating, the 918 Spyder will achieve a top speed of 211 mph. Of course, in order to rein in all this power, equally impressive brakes are also pivotal to the 918 Spyder's performance. Massive carbon-ceramic disc brakes sitting behind lightweight alloy wheels measure 410 mm in diameter at the front with six piston calipers, and 390 mm at the rear with four piston calipers. Active aerodynamics also assist the driver. These include an adjustable rear wing, a pair of flaps under the floor in the nose, and additional flaps around the headlamps. The aerodynamics can be adjusted to provide either maximum efficiency or additional downforce, as tailored by the car's driving modes.

Undoubtedly the most impressive part of the 918 Spyder is its hybrid electric power train. Powered by a 90-degree V-8 engine based upon that found in Porsche RS Spyder LMP2 Le Mans prototypes, it is fitted with a flat-plane crankshaft, titanium connecting rods, and four valves per cylinder, all helping it rev to

an ear-piercing 9,000 rpm. As a result, it puts out 608 bhp, which equates to an incredible 133 bhp per litre of displacement.

In addition to this, the 918 Spyder's combustion engine is supported by a pair of electric motors, with one being mated to the engine itself and another providing drive to the front axle. These electric motors produce an additional 284 bhp, bringing the 918 Spyder's total output to 887 bhp and 994 foot-pounds of torque. All this horsepower is managed through Porsche's tried-and-true PDK seven-speed transmission, and its delivery can be further refined through five driving modes, ranging from full electric to 'Hot Lap', which utilises every ounce of available performance from the power train.

Service invoices from a Bahraini Porsche dealership from 2016 and 2017 are on file for this 918 Spyder, illustrating that it has been properly cared for since day one. Furthermore, the car has once again been recently serviced prior to the auction. In addition to the owner's manuals, the car is accompanied by the factory-issued battery charger, as well as a small booklet containing photos of this car's build process.









Today, the car has been driven less than 1,200 km throughout its life and is presented in beautiful condition both inside and out.

Combining the joy of open-top motoring with modern conveniences, comfort, and otherworldly performance thanks to its hybrid power train, the 918 Spyder showcases that hybrid

hypercars can be easy to use on a regular basis as well as provide performance that is electrifying in every facet. Offered from its original owner, having travelled less than 1,200 km from new, and with a recent service under its belt, this example needs nothing and is truly ready to be used and enjoyed as its creators intended.





132 □*2017 FERRARI F12tdf

CHASSIS NO.
ZFF81BHT3H0223169

\$750,000 – \$850,000

DOCUMENT
**KUWAIT VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

Single ownership and under 125 km from new

Seldom-seen colour scheme of
Giallo Modena over Rosso

Virtually as-new and ready to enjoy

As if the F12 berlinetta didn't provide enough performance, Ferrari upped the ante with the F12tdf when it was unveiled in October of 2015. Taking its name from the 250 GT Berlinetta Competizione "Tour de France" that saw great success over the race of the same name in the 1950s, its V-12 engine produced 769 bhp, some 39 bhp more than the standard F12 berlinetta.

Delivered new in January of 2017 to its first and only owner in Kuwait, this F12tdf certainly stands out from its peers due to its seldom-seen and eye-catching colour combination. Finished in *Giallo Modena* with a *Rosso Corsa* and *Nero* stripe, the interior is trimmed in *Rosso* Alcantara. Furthermore, a number of components have also been finished in *Giallo* to further match the paintwork, including the brake calipers, seat centres, seat belts, and tachometer, as well as *Giallo*-contrasting stitching. Ferrari stated that just 799 would be built, and this is surely the only example to be finished and equipped as such.





As was to be expected for a limited-production Ferrari, the F12tdf's performance was truly astounding. In addition to coaxing a bit more power out of its naturally aspirated V-12 engine, Ferrari's engineers were able to shed 110 kg of weight. Its performance figures are truly outstanding. Accelerating from 0–100 km/h takes just 2.9 seconds, and arriving at 200 km/h will happen precisely five seconds later. To put this performance into perspective, the F12tdf will lap Fiorano in 1:21:00, only 1.3 seconds after the LaFerrari.

In addition to its eye-catching colour scheme, this F12tdf is outfitted with a number of desirable options, including the carbon-fibre headlight buckets and fog lamps, large carbon-fibre racing

seats, suspension lifters, sports exhaust, front and rear parking camera, a spare 20-inch wheel, telemetry system, passenger display, and the upgraded hi-fi audio system.

Since its delivery, the car has been exceptionally well preserved in the consignor's collection of sports cars, and it remains in virtually as-new condition throughout, having been driven less than 125 km from new. Undoubtedly one of the most incredible Ferraris produced thus far into the 21st century, the F12tdf provides truly incredible performance and has already earned its place as a modern-day classic. Uniquely specified examples in interesting colour combinations are considered the most desirable, and in that regard, this F12tdf is in a league of its own.





133 *2017 FORD GT

CHASSIS NO.
2FAGP9CW6HH200117

SERIAL NO.
H117

\$750,000 – \$900,000

DOCUMENT
**U.A.E VEHICLE REGISTRATION
DOCUMENT**

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

See page 8 for VAT status explanation.

Minimally used example currently
displaying 415 km

Numerous options including full-gloss
carbon-fibre pack and Akropovik exhaust



The legend of Ford's attempt to acquire Ferrari only to beat them at their own game at the 24 Hours of Le Mans is one of motor racing's greatest stories. Connected to some of racing's greatest drivers and engineers, the original Ford GT40 of the late 1960s has evolved into one of America's most valuable and revered sports cars, never to be forgotten. In particular, the company's first win at Le Mans in 1966, where GT40s ran to a 1-2-3 runaway finish, has captured the popular imagination, even becoming the grist for the new Hollywood film called *Ford v. Ferrari* starring Matt Damon and Christian Bale.

In 2015 Ford brass was inspired with the idea of a new GT, but this would be much more than



a heritage exercise. Designers and executives alike thought the new speed machine should be capable of winning races, and to that end, the resulting supercar was engineered from the ground up with only a passing semblance to the original. While retaining the wide, low profile and basic silhouette of the GT40, the new Ford GT was built around a carbon-fibre monocoque chassis mounted with aluminium subframes and wrapped in a new exterior skin of carbon fibre.

It was recognised that in today's modern age of engineering, a large and heavy V-8 would not be required to produce the necessary horsepower for a race car. In fact, such an engine would have created aerodynamic challenges from its mere size. So Ford chose to rework its twin-turbocharged V-6 Ecoboost engine to the extreme, fitting a dry-sump lubrication system to the all-aluminium 3.5-litre motor. The resulting mill was mated to a seven-speed dual-clutch transaxle that developed 647 hp and 550 foot-pounds of torque—enough power to hurl the 1,385 kg car to 60 mph in three seconds flat, with a top speed of 216 mph.

As amazing as the repurposed Ecoboost engine was, the chassis and bodywork were even more ingenious. Every step of development prioritized maintaining low weight and aerodynamic efficiency, as a gaggle of scoops and vents throughout the coachwork channeled air to the engine and brakes while maximizing downforce. Anchored by Brembo carbon-ceramic brakes with six-piston calipers and huge 394 mm rotors up front, the GT also employed hydraulic power steering, making for a race car that by every account provides feedback to the driver from the very first push of a pedal. Efficient architecture was so prioritized that the sport seats were fixed rather than adjustable, and the pedal box and steering wheel were designed to adjust around the driver rather than vice versa.

Ford immediately began campaigning a group of competition-prepared examples in partnership with Chip Ganassi Racing. Undoubtedly its most exciting result was a class win at the 2016 24 Hours of Le Mans, proving that fifty years after its historic victory over Ferrari, Ford could still outperform the competition.



Sold only to clients that Ford deemed worthy, the GT was earmarked for a production number of no more than 1,000 examples, ensuring a rarity worthy of the mighty nameplate. Following a test drive, *Top Gear* magazine proclaimed the new GT 'one of the best-handling cars in the world right now', adding, 'it is a sensational car to drive...beautifully balanced, sharp, stable, and rewarding'.

Delivered new to the consignor in the GCC in late December 2017, this minimally driven GT was finished in Liquid Red paint with

black racing stripes and black trim. Optioned with the full-gloss carbon-fibre pack, the car was fitted with carbon-fibre interior trim and a black Alcantara steering wheel, as well as 20-inch carbon-fibre wheels with titanium lug nuts. Also equipped with an Akropovik titanium sports exhaust, it currently displays only 415 kilometres from new.

This is a sensational and pristine example of a modern Ford GT that would make a stunning complement to any sporting collection.



134 †□*2006 LAMBORGHINI CONCEPT S

CHASSIS NO.
ZHWGE32T86LA00001

\$1,300,000 – \$1,600,000

DOCUMENT
US TITLE

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

See page 8 for VAT status explanation.

The first and only fully functional example

Less than 200 km from new

Twice shown at the Pebble Beach
Concours d'Elegance

First presented as a non-running design study at Geneva in 2005, Lamborghini's Concept S was conceived of by then head of design Luc Donckerwolke at Centro Stile Lamborghini and introduced as an extreme interpretation of an open-top spyder version of the Gallardo. Donckerwolke envisioned the concept as a modern rendition of the classic single-seater

racing car, albeit with twin cockpits side by side. The astonishing amount of public interest at the Geneva Motor Show prompted the decision to build a functional version in order to further gauge potential customer demand. It was a stunning design, to say the least, and the initial prototype model remains at the Lamborghini museum in Sant'Agata Bolognese.

The following year, the fully operable Concept S, which was based on the Gallardo platform, was first shown to the public at the Concorso Italiano. This stunning spyder was a proverbial showstopper, as it remained true to its concept yet seemed







even more extreme. The so-called 'saute-vent' windscreens were redesigned and lowered for homologation reasons, and the result is even more radical than the original design. These screens serve to visually divide the cabin into two distinct compartments, giving the car an aggressive and futuristic look. They also create a "spine" that runs between the passenger and the driver, essentially dividing them from one another. It also acts as an additional air inlet for the powerful 520-horsepower V-10 engine at its heart, which is positioned behind the occupants. The aerodynamics of the Concept S have been further optimized by the use of front and rear spoilers and a large rear diffuser.

Though it was initially slated for a limited production run of 100 examples for their favourite customers, unfortunately, the exceedingly high cost and time-consuming production of the Concept S ultimately ended with the first example also being the last, leaving the Concept S as a true production-ready, one-off Lamborghini. In the case of this car's first owner, he had already placed an order for the car before production was cancelled. Luckily, he was able to take delivery of it soon after its unveiling. The Concept S proved so popular that it was routinely invited back by Lamborghini to be shown around the world. In fact, it was invited to the Pebble Beach Concours d'Elegance not just

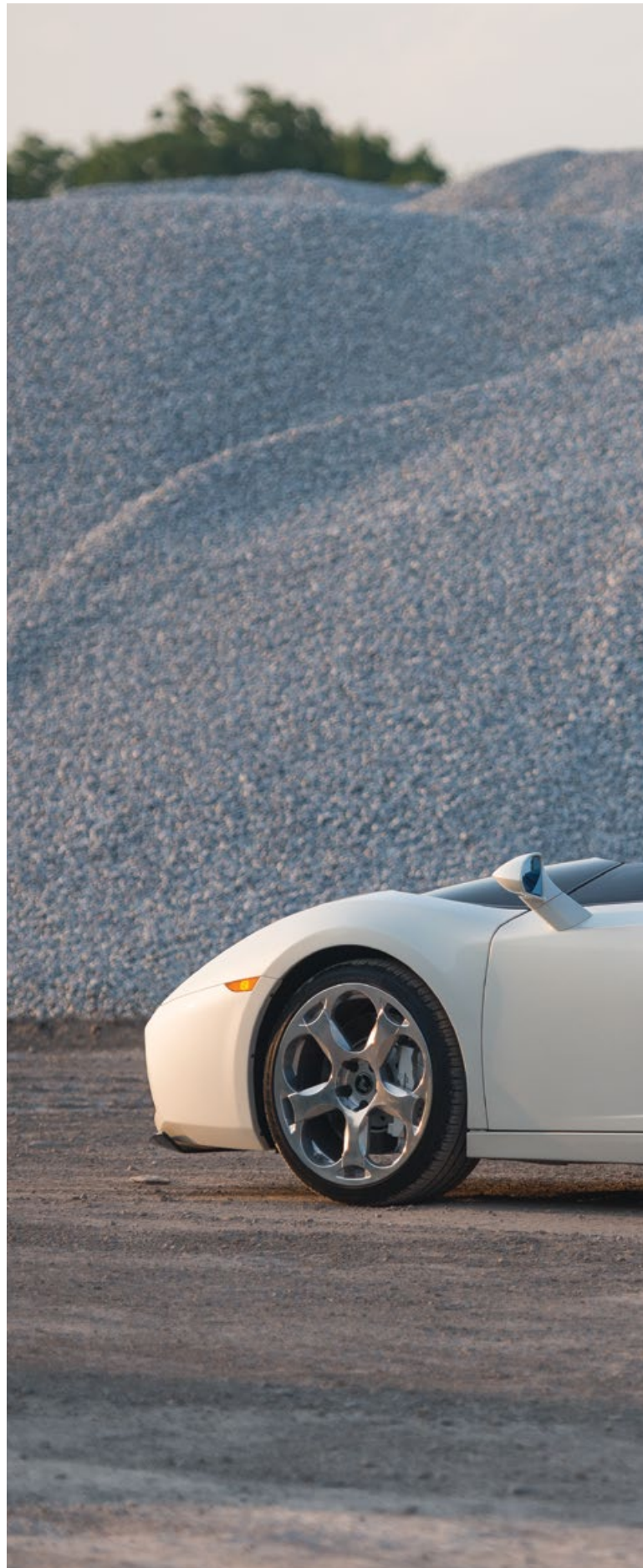




once, but twice. It was first shown on the concept lawn in 2006, and then, again at the behest of Lamborghini, it was invited back to the main lawn two years later in 2008.

Today, the Concept S has been driven less than 200 kilometres from new, with many of those being accumulated during initial testing and the rest from driving around concours show fields. Based on the production drivetrain and the sharing of the cockpit, which is familiar to anyone who has spent time in a Gallardo, the Concept S drives and functions just as any production Lamborghini from that time, albeit with a unique look and sense of theatre all its own.

A true 21st-century factory one-off, the Concept S has already proven to be a much-adored highlight of Lamborghini and Luc Donckerwolke's design portfolio, and it will hold its place in Lamborghini's modern history for years to come.







135 □*1973 PORSCHE 911 CARRERA RS 2.7 TOURING

CHASSIS NO.
9113600856

ENGINE NO.
6630820

GEARBOX NO.
7830828

\$750,000 – \$850,000

DOCUMENT
**BAHRAIN VEHICLE
REGISTRATION DOCUMENT**

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

See page 8 for VAT status explanation.

A fabulous example of Porsche's most
famous and desirable street GT

Fully restored by a U.S. marque
specialist, retains its original engine

One of only 87 examples originally
finished in Signal Yellow

Porsche constructed only 1,580 examples of the
1973 RS 2.7, most of them in touring form. The
RS 2.7 was a 'Homologation Special' based on
Porsche's 2.4-litre 1973 911S and would serve as
the basis for the 1973 2.8 RSR, the 1974 3.0 RSR,
and finally, the turbocharged 934 and 935.

Weight reduction, a larger engine, and improved
aerodynamics were the keys to success. Doors
and lids were stamped of thinner-gauge steel and

aluminium alloy, while the front and rear fascias
were fibreglass. Window glass was thinner and
lighter, and the cars were set off by the now-familiar
engine lid 'ducktail', plus eye-catching graphics.
Some late-series RS 2.7s were fitted with standard
body parts and glass. The tub was modified with
extended wheel arches which contained wider
15-inch-diameter Fuchs alloy wheels. The new
2.7-litre engine developed a healthy 210 bhp at
6,300 rpm with Bosch mechanical fuel injection.
A five-speed manual transaxle and disc brakes
were standard.

The RS 2.7 in M472 touring spec retained much
of the road equipment of the production 911 S.
Buyers could then add features from Porsche's



extensive options list. The exhaustive volume *Carrera RS* states that this German-delivery example, one of only 87 finished in Signal Yellow over black leatherette, was ordered with an electric sliding sunroof, as well as power windows, heated rear glass, an auxiliary gasoline heater, a Blaupunkt 'Coburg' AM/FM radio, sport seats with headrests, retractable safety belts, additional driving lamps, a rear fog lamp, and Dunlop tyres.

First registered in April of 1973, this RS 2.7 was enjoyed by its first owner until 1978, when it was sold to a collector and placed into dry storage, where it remained until 1985, having been driven just 58,640 km. The second owner then commissioned a full restoration by marque expert Hartmut Burhop at Automobil Conversion in Ganderkensee, Germany. The car was stripped to bare metal, and minor rust repairs were completed before a full respray. The original engine was overhauled with a new crankshaft and 92 mm Mahle pistons, which raised displacement to 2.8 litres. A new oil pump, fuel-injection pump, distributor, generator, fuel pump, flywheel, and clutch were installed. The brakes and suspension were also overhauled, and new Bilstein shocks were fitted, along with a new front oil cooler.

By late 1988 this RS 2.7 had made its way to the U.S., where it was registered to Mr James Ladwig of Melrose, Illinois. By 1993 it been sold to Mr Jeffrey Proval, at which time the car was resprayed a dark green. The next private owner was a Mr Mark Lunenburg of Farmington, Connecticut, who had Jim Newton of Canton, Connecticut, carry out a two-year, concours-quality restoration to factory-original specification and correct colour. The car had been driven only a few hundred miles since its restoration when it was sold at auction in Texas to restorer and collector Bruce Canepa of Scotts Valley, California. Outstanding cars from the auction were entered in the 2016 Concours d'Elegance of Texas, where it achieved Best in Class and Grand Award ribbons. Mr Canepa took the car back to California, where it was serviced and detailed before being sold to the current owner.

Today this Carrera RS 2.7 is presented in its original colour scheme of Signal Yellow over Black Leatherette, wearing refinished Fuchs alloys, and now fitted with a pair of sport seats with headrests, stainless rocker trim, and a pair of horn grille-mounted clear fog lamps. For reliability, the engine was uprated with pressure-fed





chain tensioners. The original radio was removed by a previous owner and replaced with a factory blanking plate. The engine compartment is incredibly clean and detailed. This Carrera RS 2.7's original manuals, a complete tool roll, a folio of restoration photographs, previous registrations, repair invoices, and Porsche Certificate of Authenticity are included.

Without question, this striking example is a fine Carrera RS 2.7, and its next fortunate owner will have many opportunities to either drive and enjoy it or contend for class honours at the local concours.





136 □*1951 CHEVROLET COUPE CUSTOM

CHASSIS NO.
CA866752

\$100,000 – \$200,000
OFFERED WITHOUT RESERVE

DOCUMENT
US TITLE

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

See page 8 for VAT status explanation.

Built on a 1970s Camaro subframe with a GM 350 cu. in. V-8 engine

Stunning House of Kolor Butterscotch Kandy paint

Featured in numerous magazines including *Street Rodder*, *Rod & Custom*, and *Kustoms Illustrated*

Multiple award winner at the Goodguys Southwest Nationals and Grand National Roadster Show

Strictly unsuitable for the faint of heart, this 1951 Chevrolet Coupe Custom hot rod would command attention at any show, whether that's from the outside, under the bonnet, or in the cabin.

It began life as a 1951 Chevrolet Deluxe that was subsequently comprehensively hot-rodded into what is offered for sale today. The bodywork has been completely shaved to remove all exterior visual distractions, including the door handles and fuel filler, whilst the original chassis has been replaced by a 1970s Chevrolet Camaro subframe equipped with tubular arms and disc brakes. At the same time, the fuel cell was moved to beneath the boot floor and the body channelled by three inches to allow it to sit as low as possible on the chassis. A further seven inches were also chopped from the upper section to give it an impossibly low-slung and wide stance on its air-ride suspension. Painted in a suitably eye-catching Butterscotch by House of Kolor, it is the epitome of extrovert indulgence.

Inside, the cabin features a Lokar gear stick and tobacco-brown quilted leather seats and door cards, piped in white to match the three-spoke steering wheel and classic white gauges by Dolphin. It also features a high-end sound system equipped with MB Quart speakers, rear subwoofers, and a Kenwood CD player discretely hidden behind the passenger glovebox.

Power comes from a visually stunning 350 series Chevrolet V-8 engine that inhales through a chromed Edelbrock intake manifold and carburettor setup and exhales through a Flow Master exhaust system. Drive is channelled through a turbo 350 transmission and backwards to a 10-bolt Camaro rear-end differential mounted on ladder bars.

The car has accrued numerous awards throughout the U.S. Southwest, including receiving the Chopped and Dropped award in 2010 at Goodguys Southwest Nationals, as well as winning the Radical Hardtop class at the 2011 Grand National Roadster Show. Furthermore, it has been featured in multiple magazines, including *Street Rodder* in May 2009 and again in May 2011, *Goodguys Magazine* in May 2009, and on the cover of *Kustoms Illustrated* Issue 10.

Needless to say, this is a showstopping custom that will attract attention either on the street or at shows.





137 *1999 LAMBORGHINI DIABLO VT ROADSTER

CHASSIS NO.
ZA9RE31A6XLA12222

\$200,000 – \$250,000
OFFERED WITHOUT RESERVE

DOCUMENT
**U.A.E VEHICLE REGISTRATION
DOCUMENT**

Please note that this lot is subject to VAT
on the full purchase price (both on the
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See page 8 for VAT status explanation.

**One of approximately 100 second-
generation VT roadsters built**

**Rare second-generation development featuring
anti-lock brakes and uprated engine**

**A beautifully presented and minimally used
example of the definitive open-top Diablo**

Introduced in 1990 as the successor to the legendary Countach, the Lamborghini Diablo was the company's signature 1990s model, enjoying eleven years of production through fifteen different iterations. The Diablo's arresting aluminium coachwork was penned by the celebrated Marcello Gandini and refined by parent company Chrysler, which had acquired Lamborghini in 1987.

The Diablo continued to employ the Countach's groundbreaking mid/rear engine layout, utilising a development of the prior model's aluminium V-12, which now displaced 5.7 litres and developed 485 bhp. With a top speed of 205 mph, the Diablo joined a very select group of supercars capable of top speeds over 200 mph.

In 1992 Lamborghini laid the groundwork for an open variant with a one-off spider shown at the Geneva Salon. The idea temporarily remained a design experiment as the company prioritized power-train refinement, which most notably took shape with the appearance of the Diablo VT in 1993. Standing for *viscous traction*, the VT employed a version of the LM002 SUV's all-wheel-drive system to provide superior traction and acceleration.

At the 1995 Geneva Salon, Lamborghini finally combined the two ideas, introducing a production roadster built on the VT platform. The Diablo VT roadster featured an electronically retractable soft top, as well as a revised front bumper and headlamps and new, larger wheels.

Following the company's acquisition by the VW Group three years later, the Diablo underwent a mild restyling for the 1999 model year, and power was increased to 530 bhp through the use of variable valve timing, while anti-lock brakes were integrated for the first time in a Lamborghini. Ultimately capable of reaching 208 mph, the second-generation 1999 Diablo VT roadster was built in a modest quantity of approximately 100 examples, bringing total roadster production to approximately 300 cars.

Finished in *Arancio California* paint and upholstered with black leather with orange stitching, this beautiful Diablo VT roadster presents beautifully throughout. It was delivered new to Talal Bin Qais Al-Zawawi of Oman in September of 1999. More recently, the car has been fastidiously maintained by the consignor, a collector based in Dubai. Several invoices from Lamborghini Dubai are on file, noting a major service with the odometer showing 17,456 km in November of 2015. Further invoices show new tyres fitted in October 2017 and the rear bumper being repainted in April 2019. The car is also accompanied by its original manuals, including its original service book.

This magnificent and rare second-generation roadster offers a sensational complement to any supercar collection, ideal for consummate Lamborghini enthusiasts worldwide.





138 □*1992 BENETTON B192

CHASSIS NO.
B192-06

\$825,000 – \$1,100,000

DOCUMENT
BILL OF SALE

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See page 8 for VAT status explanation.

Used by Michael Schumacher in the 1992 FIA Formula One World Championship

Driven by Schumacher to 3rd place in German and Italian Grands Prix, and 4th in Great Britain

Used as team spare car in Belgian, Portuguese, Japanese, and Australian Grands Prix

Immaculately presented, with correct specification LPE-built Ford HB V-8 engine

Ideal for Boss GP and HSR Historic races and numerous demonstration events

With its purchase of the ailing Toleman team in 1985, Italian fashion giant Benetton acquired the services of arguably their greatest asset—brilliant South African-born designer Rory Byrne. After years of under-investment, Byrne finally had a meaningful design budget at his disposal, his no-nonsense BMW Turbo-powered B186 design handing his Italian paymasters a debut win in their first full season of team ownership. For the next decade, Byrne's genius would come to dominate Benetton's drawing office, aerodynamic efficiency and relatively conservative technical solutions being cornerstones of his design philosophy.

Having started the 1992 Formula One season with an updated 'B' version of the previous year's



B191 model, Benetton introduced their new Byrne-designed B192 chassis from the fourth round onwards, in Spain. Although broadly following the same design parameters as the B191—with pushrod suspension in front and rear, Ford HB V-8 power, and a noticeable lack of either semi-automatic gearbox or active suspension—it was immediately apparent that the car was a considerable improvement on its elder siblings. Indeed, lead driver Michael Schumacher duly rewarded the team with a 2nd-place finish on its debut behind Mansell's all-conquering Williams-Renault. A 4th-place finish at Monaco and a further 2nd place in Canada for Schumacher—accompanied by a 4th in San Marino and a 5th in Monaco courtesy of teammate Martin Brundle—maintained the new car's encouraging form and gave the team grounds for optimism as they approached the second half of the season.

This particular chassis, B192-06, was used as Schumacher's designated race chassis in the British, German, and Italian Grands Prix, and latterly as the team's spare car in a further four Grands Prix. At Silverstone, Mansell took pole by almost two seconds from teammate Riccardo Patrese, who in turn

was almost a second ahead of 3rd-placed Ayrton Senna's McLaren-Honda. Schumacher was a solid 4th in B192-06, the potential matchup between Senna and him providing the main talking point of the weekend, given the otherworldly pace of the Williams-Renaults. As expected, Mansell cruised to his seventh win in nine races, some 39 seconds ahead of Patrese, whilst a frustrated Schumacher came home 4th in B192-06 behind teammate Martin Brundle, having been delayed following an earlier altercation with Stefano Modena's Jordan.

The prodigiously fast Hockenheim circuit was always likely to highlight the power deficit of the Benetton's Ford HB engine relative to the multi-cylinder Renault, Honda, and Ferrari power units—and so it proved after qualifying for the German Grand Prix. Once again, the Williams-Renaults were the class of the field, although the McLarens of Senna and Berger were closer to the pace than had been the case at Silverstone. The Ferrari of Jean Alesi took 5th place on the grid with a phlegmatic Schumacher alongside, once again at the wheel of B192-06. Racing in front of his home crowd for the first time, Schumacher delighted them by passing Alesi off the line and later benefitted from Berger's



delayed pit stop and a last-lap spin by Patrese to take a deserved 3rd place. As was becoming customary by now, the race was won by Mansell—taking him to the brink of an elusive first World Championship—with Senna in 2nd.

Although Mansell had wrapped up the championship in Hungary—with five of the 16 races on the calendar to spare—the teams travelled to the picturesque Spa-Francorchamps circuit in Belgium at the end of August still with much to play for. The ‘best of the rest’ battle between Senna, Patrese, and Schumacher was still very much alive, and on this occasion, B192-06 was relegated to spare-car duties, with B192-05 Schumacher’s nominated chassis for the weekend. A masterful drive—aided by some inspired pit work by his team in response to the notoriously

fickle Ardennes weather—led to a brilliant debut Grand Prix win for both Schumacher and the B192, the first for a German driver since Jochen Mass in 1975.

The final race in B192-06’s relatively brief but illustrious career was at the Italian Grand Prix at Monza in mid-September. Given the similarities in layout between Hockenheim and Monza, it was perhaps not surprising that Schumacher once again found himself a relatively lowly 6th after qualifying, with Mansell once again having annexed pole comfortably—his eleventh of the season. After a torrid first lap in which he selected the wrong gear at the start and then had to pit for emergency repairs following a first-corner collision, Schumacher once again confirmed his status as Formula One’s emerging talent with a brilliant drive



Michael Schumacher waves to the crowds after his first home Grand Prix at Hockenheim, Germany in July of 1992.
Courtesy of Motorsport Images



to finish 3rd. For only the second time that year, Mansell had to retire following an electrical failure, leaving Senna to win the race comfortably from Brundle in the sister Benetton.

The final three races of the 1992 season saw B192-06 once again used as a team spare, with Schumacher ending the year a highly creditable 3rd in the Drivers' standings—ahead of his hero, Ayrton Senna, no less—and Brundle 6th. The relatively low-tech evolutionary design approach of Rory Byrne and technical director Ross Brawn had been thoroughly vindicated and would be repeated in 1993. Significantly, both the design team and the approach would underpin Schumacher's World Drivers' Championships with the team in 1994 and 1995 as well.

Following the conclusion of its contemporary career, chassis B192-06 remained with the Benetton team for some years prior to its sale to accomplished UK-based Historic and BOSS Formula racer Matthew Mortlock. His F1Sales.com operation sold the car to French enthusiast Joel Riviere of Prestige Racing in March 2010, who in turn sold it to the vendor in February 2017.

Beautifully presented in its original eye-catching Benetton/Camel race livery, it retains a correct specification Langford Performance Engineering Ford HB V-8 engine and six-speed sequential gearbox, and is ready for immediate use in the plethora of Historic race and demonstration events for which it is eligible.





Michael Schumacher leads Mika Häkkinen at the 1992 British Grand Prix.
Courtesy of Motorsport Images



139 [□]*2012 LEXUS LFA

CHASSIS NO.
JTHHX8BH3C1000054

SERIAL NO.
056

\$500,000 – \$600,000
OFFERED WITHOUT RESERVE

DOCUMENT
US TITLE

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One of only 500 LFAs produced, and one
of just 20 finished in Pearl Yellow

Just under 1,700 miles from new
Delivered new to the U.S.

Whether it was Henry Ford II's decision to build the GT40, Bugatti's decision to build the Veyron, or Toyota's decision to build the LFA, history has shown that when a manufacturer puts commercial consideration to one side in order to follow a passion project, the end result is usually very special indeed.

The LFA came about as the pet project of then Toyota CEO Akio Toyoda, who, after years of producing relatively anodyne road cars, wanted to produce a supercar to challenge those being offered by the likes of Ferrari, Porsche, and Lamborghini, even if it was a loss maker from day one. The project's development phase became excruciatingly long-winded, taking more than seven years from initial concept to launch, largely due to the switch from aluminium to carbon fibre for the chassis in 2005, but when it was finally unveiled at the 2009 Tokyo Motor Show, it was clear that Toyota, and Toyoda, had produced something truly remarkable.



The highlight of the package was its 4.8-litre V-10 engine, internally known as 1LR-GUE, or the 'GUE'. It was built in the same facility as Toyota Racing's F1 V-10s and co-developed with Yamaha, and it is already revered as an engineering masterpiece. The block is a space-age blend of aluminium, magnesium, and titanium alloy, which made it smaller than an equivalent V-8 and lighter than an equivalent V-6. Internally, titanium-alloy conrods, forged pistons, and individual electronic throttle bodies for each cylinder allowed razor-sharp throttle response, allowing the V-10 to rev from idle to 9,000 rpm in just six-tenths of a second, whilst being as refined as any other Lexus engine. On paper its 552 bhp may be underwhelming by modern supercar standards, but it was a figure generated at an incredible 8,700 rpm and delivered in a manner akin to a musical instrument, and the LFA could still boast 0-100 mph in 7.6 seconds.





The same praise can be heaped upon the cabin, which was entirely bespoke to the LFA and a perfect combination of form and function. The quality of the components and the standard to which they were assembled is something that its Italian competition couldn't hope to match—an intoxicating blend of milled aluminium and magnesium for the switch gear, high-gloss carbon fibre for the steering wheel, and the finest supple leather for seats, transmission tunnel, and dashboard. The instrument cluster, too, was bespoke and all-digital, solely because no analogue tachometer could keep pace with the engine's ability to gain and lose revolutions.

The total lack of compromise was also applied to the chassis and running gear, with the car boasting double-wishbone suspension at the front, a multilink rear axle at the rear, and a carbon-ceramic braking setup co-developed with Brembo to give incredible stopping power. In an era of 1,000 bhp hypercars and racing cars modified purely to make them 'road-legal', it is telling that only seven cars have ever gone quicker at the Nürburgring than the LFA, despite it being equally capable of being a fine long-distance tourer if the driver so wished.

This particular LFA is one of just twenty examples that were finished in Pearl Yellow. It was delivered to its first owner in 2012 through Lexus of Kendall in Miami, Florida, and was subsequently serviced by them in 2012, 2013, 2014, and 2016. Moving across the country to California, it was serviced there in 2017 and 2018 and has covered just under 1,700 miles from new. It presents in fantastic condition commensurate to its mileage, both inside, where the unmarked black leather cabin is offset beautifully by the yellow and carbon details, and out, where the gleaming paintwork and matching callipers are perfectly offset by the exposed carbon-fibre diffuser and anthracite wheels.

Jeremy Clarkson described the LFA as 'the best car I have ever driven', whilst Andrew Frankel remarked, 'Like the McLaren F1, it was made with no apparent regard for cost, just to be the best it could be...a landmark car, [whose] like we will not see again.' An opportunity to acquire one is a rare occurrence, and this particularly low-mileage example is worthy of serious consideration.





140 [□]*2015 MERCEDES-BENZ G63 AMG 6×6

CHASSIS NO.
WDCYC7CF8FX237493

\$800,000 – \$1,000,000

DOCUMENT
**KUWAIT VEHICLE
REGISTRATION DOCUMENT**

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See page 8 for VAT status explanation.

Single ownership and less than 225 km from new

Presented in virtually as-new
condition throughout

Marketed by Mercedes-Benz as 'the most spectacular cross-country vehicle of all time', the G63 AMG 6×6 is very much deserving of that title, made all the more impressive due to the supreme level of luxury it lavishes upon its driver and passengers. With six-driven wheels, five lockable differentials, and three rigid axles that can operate autonomously to manage the 536 bhp and 560 ft. lb. of torque produced by the AMG-built 5.5-litre twin-turbocharged V-8, its off-road credentials are unparalleled.

Its colossal footprint demands respect from everyone sharing the road. Measuring in at 2.3 metres tall, 2.1 metres wide, and 5.87 metres long, it dwarfs the standard four-wheel G63 upon which it is based. Despite tipping the scales at 3,775 kg, the G63 AMG 6×6 will hit 60 mph from a standstill in 7.8 seconds, leading to a top speed of 100 mph—exceptional performance figures, especially when considering its weight.



Uncompromising in virtually every aspect of its construction, this is a vehicle that can handle any off-road situation that confronts it with ease. Boasting 460 mm of ground clearance, the G63 AMG 6×6 can confidently ford one meter of water and benefits from approach and departure angles of 52 and 54 degrees, respectively. Sitting on 37-inch wheels, all six tyres can be remotely inflated and deflated at blistering speed with an innovative tyre control system, which allows the driver to modulate tyre pressure between the front and rear axle separately. Mercedes-Benz quotes an astonishing 20 seconds for the tyres to be inflated from 0.5 bar for use on sand to 1.8 bar for normal road use.

Delivered new to Kuwait and offered from the collection of its first and only owner, this G63 AMG 6×6 presents in virtually

as-new condition throughout, showing less than 225 km from new on its odometer. Finished in Grey with two-tone black and tan leather, the colours suit the character of the car perfectly. Inside, passengers are cosseted by quilted Designo leather seats, all of which are electronically adjustable, heated, and ventilated, ensuring comfort in any climate.

Undoubtedly one of the most captivating automobiles built thus far into the 21st century, the G63 AMG 6×6 shows the depth and breadth of the expertise of Mercedes-Benz's engineers. It is without doubt the ultimate off-road vehicle, and one which makes zero compromises in terms of versatility or luxury. Offered today with less than 225 km from new, from its first and only owner, this is a rare chance for the enthusiast that missed out on acquiring one new.







141 ^{□*}2019 PORSCHE 911 GT2 RS CLUBSPORT

CHASSIS NO.
WPOZZZ99ZKS197025

SERIAL NO.
134/200

\$450,000 – \$650,000

DOCUMENT
BILL OF SALE

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

See page 8 for VAT status explanation.

Presented in Rothmans livery
One of just 200 built

As-new throughout, with less than 25 km from new

The 911 GT2 RS Clubsport was unveiled alongside the new 992 series of 911 at the 2018 Los Angeles Auto Show. It is the swansong for the 991 series and is an extremely low-production-volume, track-only, fully optimised racing version of the road-going 911 GT2 RS. It is the most powerful GT customer sports car Porsche has ever built and intended to be the ultimate turnkey racing car for track days and factory-backed Clubsport events at circuits around the world.

Like the GT2 RS, the engine is a 3.8-litre, twin-turbocharged, horizontally opposed, flat six-cylinder engine, producing a staggering 700 bhp and 750 Nm of torque, and is equipped with an onboard water spray system to cool the charge air—a first for a production Porsche. The PDK transmission is also shared between the two cars, with drive being channelled instantly to the rear axle and controlled via steering-wheel-mounted paddle shifters. Unlike the GT2 RS, though, the Clubsport benefits from a freer-flowing, unique exhaust system, whilst the entire car is also assembled in Porsche’s dedicated motorsport facility at Flacht, alongside the 911 GT3 Cup, 911 RSR, and, until recently, the Le Mans-winning 919 Hybrid. The chassis therefore benefits from being honed and

tuned on the adjacent Weissach test track and features a raft of improvements over the road car. Perhaps the most significant is the use of forged suspension links on both axles and three-way adjustable dampers, which allow owners to tune the car's characteristics and handling profile to suit differing circuits and driving styles.

Tipping the scales at just 1,390 kg, the 911 GT2 RS Clubsport is only 75 kg lighter than the GT2 RS, the result of a concerted effort to remove unnecessary equipment and utilise lightweight materials wherever possible. This is most evident in the bodywork, where carbon-fibre-reinforced plastic is used for the roof, front bonnet, front bumper, doors, tail section, and rear engine cover. Even the battery is a featherweight racing unit. The cabin, too, is a no-frills motorsport affair, fully stripped out and featuring a removable carbon racing wheel from the 911 GT3 R, a Cosworth intelligent colour display, an onboard data

logger, integrated roll cage, and FIA-approved six-point safety harness for the fixed Recaro bucket seat. The standard GT2 RS's infotainment system is also replaced by a bespoke racing centre console that houses driver-adjustable dials for the ABS braking and electronic stability control and traction control systems.

There are also unique exterior features that scream motorsport, including aerodynamic modifications that are the result of an extensive wind-tunnel programme specifically for the Clubsport: a massive fixed wing that dominates the rear of the car, and carbon dive planes at the front that generate as much downforce as possible. Mechanical grip is also transformed by the more aggressive suspension setup and the use of racing slick tyres on the lightweight, central-locking motorsport wheels, themselves easy to swiftly be changed, thanks to the onboard three-piston pneumatic air-jacking system.







Keeping everything in check is a braking setup that features the aforementioned adjustable ABS, as well as two separate brake circuits for the front and rear axles, to enable the front/rear bias to be adjusted via a brake balance bar. At the front, six-piston aluminium monobloc racing calipers are mated to internally vented 390 mm discs, whilst at the rear there are four-piston calipers and 380 mm internally vented discs.

The model made its public debut before the 2019 running of the Bathurst 12 Hour race in the hands of Mark Webber, who was effusive about the car, saying that 'power-to-weight is incredibly impressive, and on slick tyres it is a real out-and-out thoroughbred for the racetrack'. Later in the year, Chris Hoy was tasked with taking the wheel of a Clubsport for the first officially sanctioned event at Spa, and he, too, heaped similar praise on the car, stating, 'I've driven some fast cars—LMP2s and GT3s—

but there's nothing quite like that surge; the initial pace you get when the turbos kick in... For a gentleman or amateur driver, the Clubsport is a huge amount of fun."

This example, now offered for sale, is a brand-new car that is yet to be used in anger. It has covered just 25 km from new, is in factory-fresh condition, and still has its pre-delivery protective covers and panels in place. It is wonderfully wrapped in the iconic Rothmans colours, evoking memories of Jochen Mass and Stefan Bellof's Rothmans-sponsored Porsche 956 and Porsche's winning entry in the 959 in the 1986 Paris-Dakar rally.

This is a rare opportunity to own a pristine 911 GT2 RS Clubsport and to enjoy one of the finest track cars available today, either on the track or simply for display purposes in its fantastic colours.



142 *2001 BMW Z8

CHASSIS NO.
WBAEJ11041AF78332

\$200,000 – \$250,000
OFFERED WITHOUT RESERVE

DOCUMENT
**UAE VEHICLE REGISTRATION
DOCUMENT**

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See page 8 for VAT status explanation.

Desirable Topaz Blue over beige, one
of only 138 finished as such

Accompanied by its original
manuals and factory hardtop

Harking back to the iconic 507 of the 1950s, the Henrik Fisker-designed Z07 roadster caught the eyes and imaginations of sports car enthusiasts at the 1997 Tokyo Auto Show and prompted BMW to ready it for the 2000 model year. Renamed the Z8 for production, at its heart was BMW's lauded S62 V-8 engine, a powerplant it shared with the E39 M5. Producing 400 bhp, the Z8 out-accelerated the Ferrari 360 Modena in contemporary road tests, despite being envisioned as an open-top grand tourer rather than an all-out performance car.





Finished in desirable Topaz Blue over a Crema interior, only 138 Z8s were built to this colour combination worldwide, making it exceptionally rare when considering the car's total production run of 5,703. Importantly, it is accompanied by some service records from an authorized BMW dealership in Kuwait, as well as some original manuals. Presently, the car resides in the United Arab Emirates. Its odometer shows just over 15,600 km, and the car presents well throughout.

Boasting looks inspired by BMW's rich past combined with modern performance, it's no wonder that the Z8 proved to be a success for the company. Costarring alongside Pierce Brosnan as James Bond in *The World Is Not Enough* earned the Z8 a place in pop culture, and as the film series' last collaboration with BMW, it occupies a unique place in the marque's history. This attractive example would surely be a thrill to drive and enjoy.



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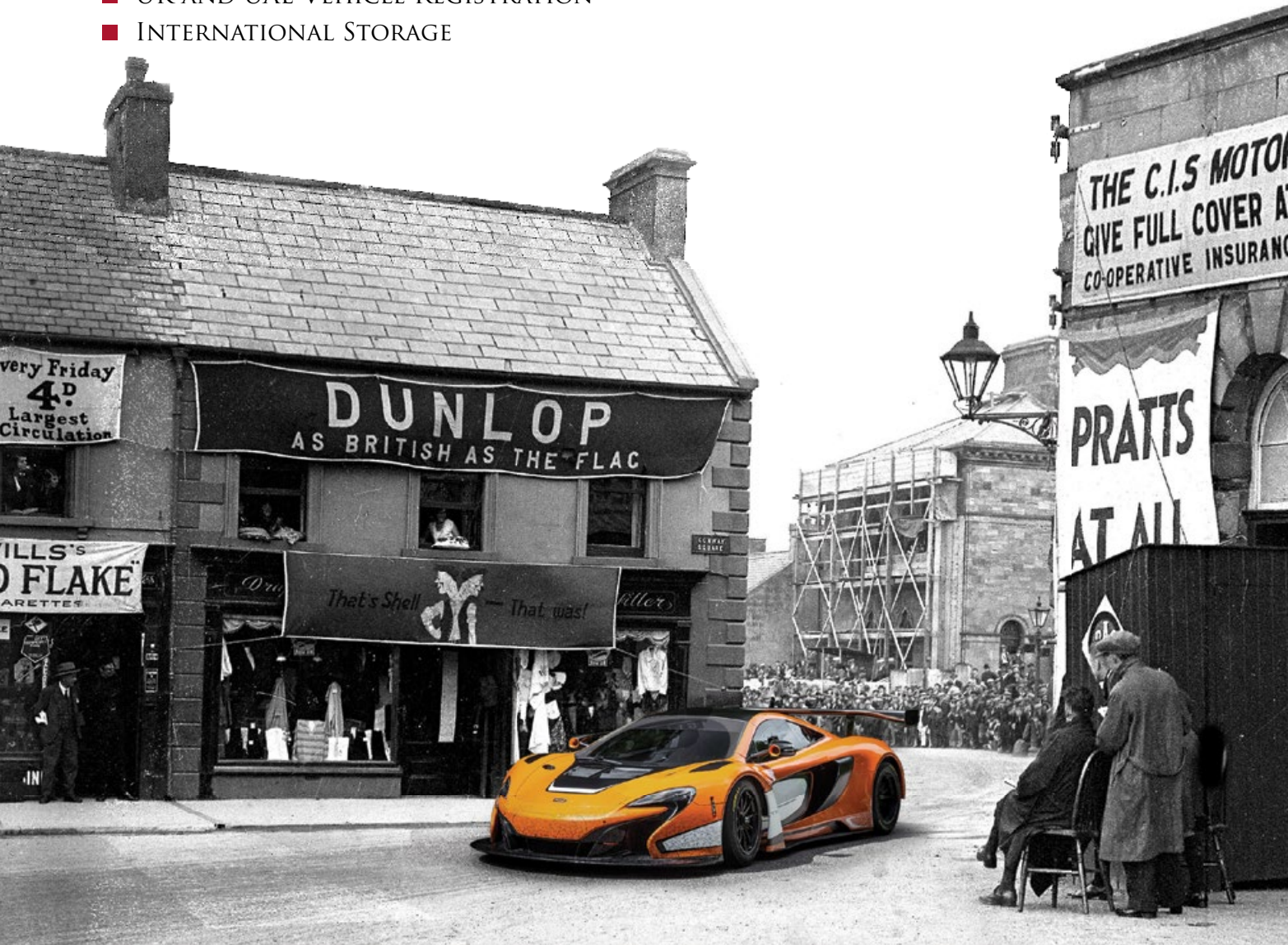
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LOTS UNDER TEMPORARY IMPORT

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

**REBECCA
JOHNSON**

t: +1 519 437 3006
m: +1 226 229 0662
rjohnson@rmsothebys.com

BIDDING INCREMENTS

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

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 Middle East

James McSweeney

+971 (0) 526863111
james@carsmiddleeast.com

REMOVAL OF PURCHASED LOTS

Following the auction all lots will be removed from Yas Marina Circuit and taken to a secure storage facility operated by CARS Middle East. The fee for this removal is \$350 + VAT per car, which will be charged to the Buyer. Storage rates will be waived until Wednesday, 4 December, at which point the Buyer will be charged \$20 + 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 lot(s) whilst in storage.

Should you have any further inquiries regarding transportation, please contact:



**GREG
ANDERSON**

t: +44 (0) 20 7851 7070
m: +44 (0) 7960 068 687
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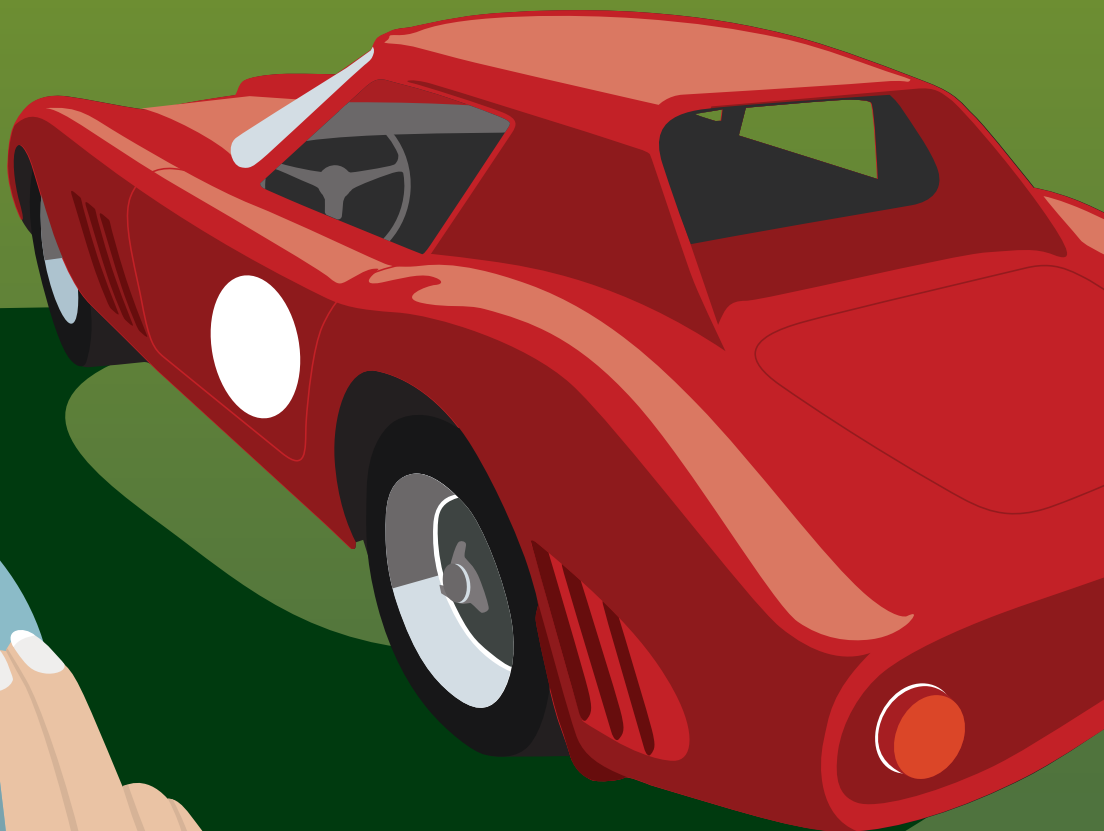
9 MAY
MONACO
MONACO, MONTE CARLO

6-7 MARCH
AMELIA ISLAND
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CONSIGNORS' CONDITIONS OF BUSINESS

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. **Licensing Contingencies:** The auction is conditional upon RMS acquiring the appropriate permits and licenses required to conduct the auction at the auction premises. If RMS is unable to secure the appropriate permits and licenses required to conduct the auction at the auction premises, the Consignor will hold RMS harmless and indemnify RMS from any damages (including but not limited to consequential, indirect, loss of profits, etc.) or liability caused by the cancellation of the auction.

3. **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 express written consent of the Consignor.

4. **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, subcontracted transportation services, 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.

5. **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.

6. Proceeds to Consignor:

- 6.1. The auction will be conducted in United States Dollars.
- 6.2. There may be other fees and taxes associated with holding an auction in Abu Dhabi which are unknown to RMS at this time. These fees and taxes will be provided to the Consignor prior to the auction and the Consignor agrees to pay those potential additional taxes and fees to RMS.
- 6.3. 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.
- 6.4. 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.
- 6.5. 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.
- 6.6. The Consignor agrees to rely solely upon the Buyer for payment.
- 6.7. 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.
- 6.8. 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 11 ("**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.

7. **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.

- 7.1. 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 21, *Withdrawn Motor Car or Any Other Lot*, of these Conditions.

- 7.2. 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.

- 7.2.1. 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.

- 7.2.2. 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.

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

- 8.1. 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.

- 8.2. 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.

- 8.3. 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.

- 8.3.1. 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.

- 8.3.1.1. 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.

- 8.4. 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 and to do or procure to be done all such acts and execute or procure the execution of all such documents as may be necessary or required under applicable law to facilitate and transfer the Titles.

9. **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.



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CONSIGNORS' CONDITIONS OF BUSINESS

10. Motor Car or Any Other Lot Description:

10.1. 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.

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

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

11.1. RMS will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction.

11.2. 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.

11.2.1. 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 11.

(clause 11 to 11.2.1 together "Twenty Day Window")

12. Motor Car or Any Other Lot Operation:

12.1. 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.

12.2. 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.

12.3. Any and all expenses associated with minor work performed on the Motor Car or Any Other Lot will be deducted from the Consignor's proceeds of sale unless otherwise agreed to between RMS and the Consignor.

12.4. In the event of a no-sale as outlined in clause 14, the Consignor must pay RMS any and all expenses associated with minor work performed on the Motor Car or Any Other Lot within 5 business days of the no-sale.

13. **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.

14. No-Sale of Motor Car or Any Other Lot:

14.1. 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.

14.2. If there is a no-sale, the Consignor is required to remove their non-sold Motor Car, including motorcycles, boats, and trailers, from the auction site by 5:00 p.m. of 3 December 2019 in the time zone where the auction is held ("**Removal Deadline**").

14.3. Contingent upon clause 14.2 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.

14.4. If any Motor Car, including motorcycles, boats, and trailers, is not removed by the Removal Deadline (or is not granted authority to be removed due to clause 14.1), RMS will remove the Motor Car, including motorcycles, boats, and trailers, and the Consignor is required to pay RMS a removal fee of up to US\$600 plus VAT per motor car and a daily storage fee of up to US\$40 plus VAT per motor car.

14.5. 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.

14.6. 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.

14.6.1. 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.

14.7. 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.

15. **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:

15.1. Force majeure events, including but not limited to:

15.1.1. Any natural disaster that, despite reasonable efforts, restricts RMS from holding the auction;

15.1.2. Structural damage to the auction venue prior to the auction that, despite reasonable efforts, restricts RMS from holding the auction; and

15.1.3. A terrorist event that, despite reasonable efforts, restricts RMS from holding the auction.

15.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

16. **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:

16.1. RMS opines that the Motor Car or Any Other Lot has been intentionally and materially misrepresented by the Consignor;

16.2. 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;

16.3. RMS is served with a lawsuit from a third party in relation to the Motor Car or Any Other Lot;

16.4. RMS faces significant reputational damages that would cause monetary damages for selling the Motor Car or Any Other Lot;

16.5. Material issues regarding the 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 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.

16.9. If RMS must cancel/rescind the sale of a Motor Car or Any Other Lot as outlined above, the parties expressly consent to such termination without the requirement to obtain a judicial order to affect such termination in accordance with the provisions of Article 271 of UAE Civil Code.

17. **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 a Motor Car or Any Other Lot, and no estimate anywhere by RMS of the selling price of a 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 a Motor Car or Any Other Lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to a Motor Car or Any Other Lot, its attribution, legal title, condition, value, or other characteristics.

18. **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.

19. Reserve:

19.1. 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



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CONSIGNORS' CONDITIONS OF BUSINESS

- 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.
- 19.2. 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.
- 20. 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 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 to the extent permissible under applicable law.
- 21. Withdrawn Motor Car or Any Other Lot:**
- 21.1. 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.
- 21.2. 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.
- 22. Legal Action:** Any dispute, claim or controversy arising out of or relating to these Conditions or the breach, termination, enforcement, interpretation or validity thereof, including the determination of the scope or applicability of these Conditions to arbitrate, shall be determined by arbitration in London, United Kingdom, before one arbitrator. The arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. Judgement on the award may be entered in any court having jurisdiction. This clause shall not preclude the parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction.
- 23. Marketing Fee:** The marketing fee is non-refundable and is not credited toward the sales commission.
- 24. 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.
- 25. Motor Car or Any Other Lot's Batteries:** If a 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.
- 26. Antifreeze Is the Responsibility of the Consignor:**
- 26.1. 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.
- 26.2. 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.
- 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 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.
- 28. 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.
- 29. 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 purchase 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.
- 30. 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.
- 31. 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.
- 32. Vehicle Registration Number (if applicable):**
- 32.1. 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.
- 32.2. 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.
- 32.3. 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.
- 33. Import Bonds and Duty:** The Consignor agrees to pay any applicable import bond fees and duty to bring the Motor Car or Any Other Lot into Abu Dhabi.
- 34. Severability:** If any term of these Conditions is invalid or unenforceable, that term shall be deemed modified or deleted, but only to the extent necessary to comply with the statute, regulation, ordinance, order, or rule, and the remaining provisions of these Conditions shall remain in full force and effect.
- 35. Subcontractors:** The Consignor agrees that RMS may hire or engage one or more subcontractors to perform any or all of its obligations under these Conditions; provided, however, that RMS shall use the same degree of care in selecting any such subcontractor as it would if such contractor was being retained to provide similar services to RMS.
- 36. 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.



Upcoming Watch Auctions 2019

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

Watches Online

11 December

Important Watches, New York

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PATEK PHILIPPE

Nautilus, reference 5980, a pink gold flyback chronograph bracelet watch with date, *circa* 2014

Estimate \$100,000–150,000* To be sold in Watches, 24 November, Dubai

*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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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;
- 1.2.4. The Key to Lot Symbols and/or Legend referenced in the auction catalogue and the description for the motor car or any other lot; and
- 1.2.5. In each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.5 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 (defined below).

- 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;
- 6.1.5. A £150 bidder registration fee for RMS London, United Kingdom auctions; and
- 6.1.6. A US\$200 bidder registration fee for RMS United Arab Emirates ("UAE") 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 ("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 (the last accepted bid is the Hammer Price ("Hammer Price")) 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.

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,

BIDDERS' CONDITIONS OF BUSINESS

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. RMS UAE auctions will have the following Buyers' Premiums:

9.6.1. 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 15% (plus VAT on the Buyers' Premium).

9.6.2. In the event of a final Hammer Price above US\$250,000 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first US\$250,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above US\$250,000.

9.6.3. 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.

9.7. 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/remittance sales tax, RM is required to collect/remittance sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remittance sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remittance 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, European, and UAE 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, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

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- 15.3. If RMS must cancel/rescind the auction as outlined above, the parties expressly consent to such termination without the requirement to obtain a judicial order to affect such termination in accordance with the provisions of Article 271 of UAE Civil Code.
- 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.
- 16.9. If RMS must cancel/rescind the sale of a Motor Car or Any Other Lot as outlined above, the parties expressly consent to such termination without the requirement to obtain a judicial order to affect such termination in accordance with the provisions of Article 271 of UAE Civil Code.
- 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;
- 20.2.4. A £5,000 CC Hold for RMS London, United Kingdom auctions; and
- 20.2.5. A US\$5,000 CC Hold for RMS UAE 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, London, United Kingdom, and UAE 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:
- 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

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storage fee of up to £40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.3. For RMS UAE auctions:

22.3.1. All purchased motor cars, including motorcycles, boats, and trailers must be removed from the auction site by 5:00 p.m. of 3 December 2019 in the time zone where the auction is held.

22.3.2. The Buyer will be charged a removal fee of up to US\$600 plus VAT per motor car and a daily storage fee of up to US\$40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.4. Regarding the collection of any non-motor car lots, including but not limited to memorabilia, jewelry, and clothing, from the auction site: Once the Buyer has made payment by the Payment Deadline, a direct shipping company will contact the Buyer. Please note that a reasonable memorabilia removal and storage fee will apply.

22.5. 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.

23.4. For RMS' UAE auctions, any dispute, claim or controversy arising out of or relating to these Conditions or the breach, termination, enforcement, interpretation or validity thereof, including the determination of the scope or applicability of these Conditions to arbitrate, shall be determined by arbitration in London, United Kingdom before one arbitrator. The arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. Judgement on the award may be entered in any court having jurisdiction. This clause shall not preclude the parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction.

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.

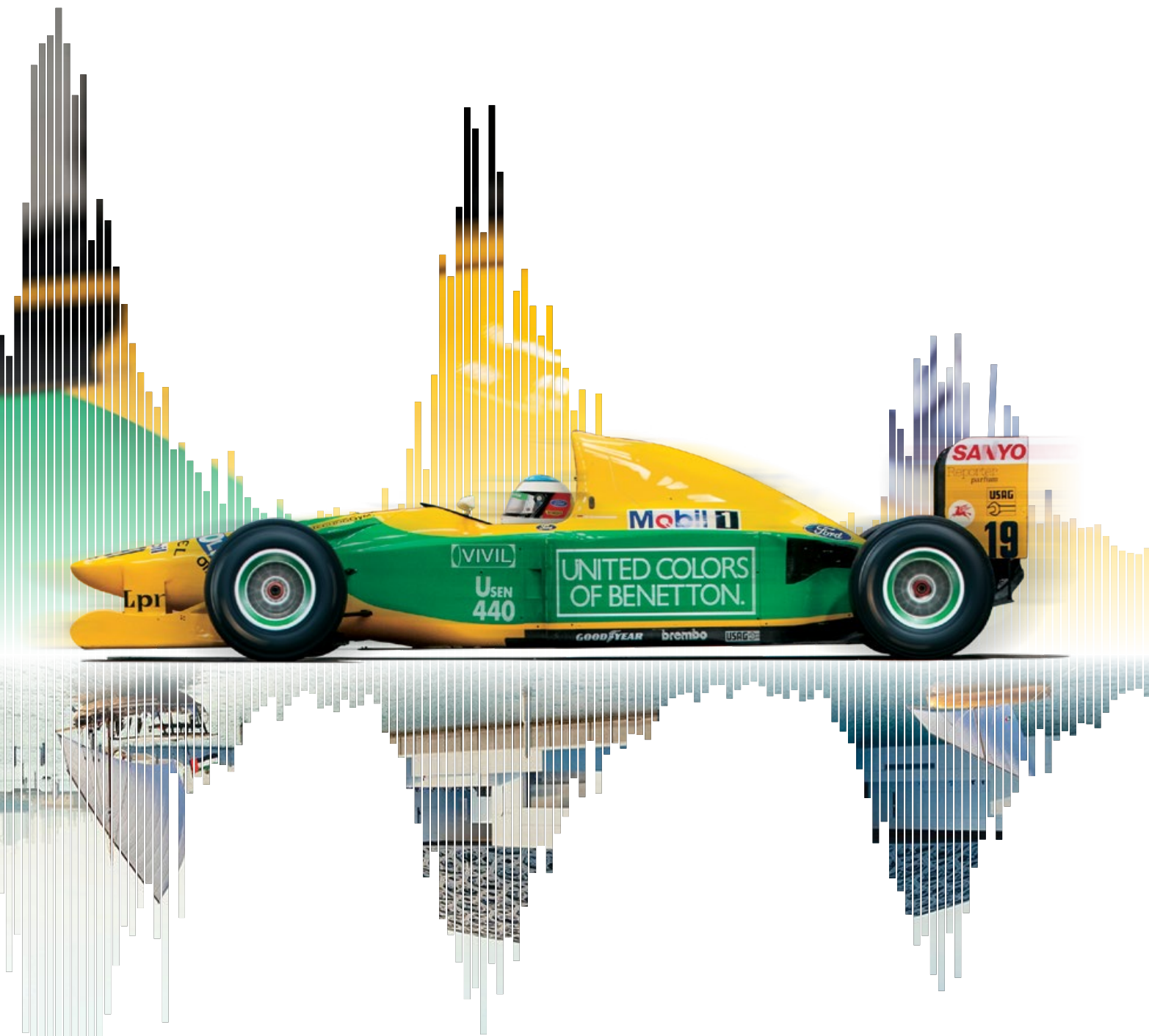
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Lot 126 1993 Porsche 911 *Reimagined by Singer*



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