

Bonhams



THE ZOUTE SALE[®]

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | October 9, 2022



LOT 127

2004 PORSCHE CARRERA GT 'TARGA' COUPÉ





As International Chairman of Bonhams Motoring it gives me very great pleasure to return to Knokke Le Zoute for the decennial auction sale in this luxurious holiday resort which is the epicentre of lifestyle and art on the Belgian seaside. My special thanks go to Mr. Piet De Grootte the Mayor, the town of Knokke-Heist, all its officials and naturally the organisers of the Zoute Grand Prix, Filip and David Bourgoon and their entire team.

We have sourced an exciting and varied selection of collectors' cars including some fabulous highlights fresh to the market and from long term ownership in private collections, with a particularly strong accent on quality rather than quantity and with a number of lots offered without reserve allowing buyers not vendors to determine the correct current market values. Whether you are an experienced bidder wishing to enhance your collection or a first-time buyer, I am confident that we offer something that will appeal to you. In addition, for 2022 the sale returns to the beach again on Sunday, a spectacular and quite unique sale venue to discover for those still unfamiliar with it.

In our commitment to holding this decennial sale during Zoute Grand Prix week here in Belgium's most prestigious seaside resort, Bonhams wishes to make a statement of our belief in the success of the previous editions and in continuing the construction of a long and rewarding partnership with the above, as well as the event partners and sponsors over the coming years and share with them a common goal of providing another rewarding experience with the very best service.

Philip Kantor
International Chairman
Bonhams Motoring



THE ZOUTE SALE® - by Bonhams

THE ZOUTE SALE[®]

Important Collectors' Motor Cars Bijzondere auto's voor verzamelaars

Knokke Le Zoute, Belgium | Sunday 9 October 2022, 1pm
Knokke – Het Zoute, België | Zondag 9 oktober 2022, 13.00 uur

UNDER THE JURISDICTION OF

Me Alex Dockers
Baillif in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101
1040 Brussels
Belgium
Belgian business registration no.
841074627

Knokke Le Zoute
Albertplein
8300 Knokke
Belgium

VIEWING

Thursday 6 October
9am to 6pm
Friday 7 October
9am to 6pm
Saturday 8 October
9am to 6pm
Sunday 9 October
From 9am to 12pm

AUCTION DATE AND START TIMES

Sunday 9 October 2022, 1pm

CONTACT DURING THE SALE PERIOD

+33 (0) 1 42 61 10 11

CATALOGUE

€50 + p&p

SALE NUMBER

27528

BUYER'S PREMIUM (Notice to Buyers)

Bonhams will charge buyers a Buyer's Premium of

15% + VAT on the final hammer price for each Lot purchased in the section Motor cars

27,5% + VAT on the final hammer price for Lot purchased in the Automobilia section, excluding Child cars, Bikes and Bicycles marked with (Δ) which are charged at 15% + VAT on the final hammer price.

Some Lots may be subject to VAT on the Hammer Price as well as the Buyer's Premium.

These Lots will be marked with either a (Ω) or (*) in relation to temporary imported items. Lots offered by a company liable to VAT will be marked with (†).

For the vehicles of less than 6 months old, or having travelled 6,000 km or less, VAT will be payable for EU citizens acquiring the aforementioned vehicle from another EU member state. These Lots will be marked with (NMT)

The signs will be printed beside the relevant Lot number in the catalogue.

Important

The sale is conducted according to the General Conditions. We advise potential bidders to familiarise themselves with the "Important Information for Buyers and Sellers" regarding customs, transport and storage.

ONDER JURISDICTIE VAN

Me Alex Dockers
Gerechtsdeurwaarder in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101
1040 Brussel
België
Bedrijfsregistratienummer België
841074627

Knokke – Het Zoute
Albertplein
8300 Knokke
België

BEZICHTIGING

donderdag 6 oktober
van 09.00 uur tot 18.00 uur
vrijdag 7 oktober
van 09.00 uur tot 18.00 uur
zaterdag 8 oktober
van 09.00 uur tot 18.00 uur
zondag 9 oktober
van 09.00 uur tot 12.00 uur

VEILINGDATUM & AANVANGSTIJD

zondag 9 oktober 2022, 13.00 uur

CONTACTGEGEVENS TIJDENS DE VEILING

+33 (0) 1 42 61 10 11

CATALOGUS

€50 + verzendingskosten

VERKOOPNUMMER

27528

OPGELD (Informatie voor de kopers)

Bonhams rekent kopers een opgeld van

15% + BTW op de finale hamerprijs voor ieder lot in de sectie Motor Cars.

27,5% + BTW op de finale hamerprijs voor ieder lot in de sectie Automobilia met uitzondering van child cars, motorfietsen en fietsen aangeduid met (Δ) die worden aangerekend aan 15% + BTW op de finale hamerprijs.

Sommige kavels kunnen onderhevig zijn aan BTW op zowel de hamerprijs als het opgeld.

Deze kavels worden gekenmerkt door ofwel een (Ω) of een (*) met betrekking tot tijdelijk geïmporteerde objecten. Kavels aangeboden door een bedrijf waarop btw verschuldigd is, zal worden aangeduid met een (†).

Voor voertuigen jonger dan 6 maand oud of die slechts 6,000 kms of minder hebben gereden, zal BTW aangerekend worden voor EU-burgers die voorgenoemd voertuig aankopen komende uit een andere EU-lidstaat. Deze loten zullen worden aangeduid met (NMT)

Deze tekens zullen naast het relevante kavelnummer in de catalogue worden geplaatst.

Belangrijk

De verkoop wordt gehouden onderhevig aan de algemene voorwaarden. Wij adviseren potentiële kopers om de "Belangrijke informatie voor kopers en verkopers" te lezen voor informatie over douane, transport en opslag.

Bonhams 1793 Limited

Registered No. 4326560
Registered Office: Montpellier Galleries
Montpellier Street, London SW7 1HH

+44 (0) 20 7393 3900



Notice: Collections, transport & storage

Purchases will only be released when cleared funds have been received.

As we must clear the venue on Monday, customers must notify, by email only, to Valerie Simonet of Bonhams no later than 8pm on the day of the Sale if they will be collecting their vehicle on Monday 10 October by 12 noon.

Please note that if Valerie Simonet hasn't received your notification on Sunday evening, all vehicles will be removed to a temporary storage facility by the logistics company EXCLUTRANS on Monday 10 October at your expense and risk.

Valerie Simonet can be contacted on: valerie.simonet@bonhams.com

The uplift costs and storage costs are outlined on this page. It is strongly advisable that overseas purchasers and absentee bidders make contingency arrangements regarding collection with Bonhams in advance of the sale.

All storage and removal charges must be paid in full prior to the vehicle's collection or onward transportation.

Payment of the uplift & storage charges and transport must be arranged with EXCLUTRANS.

Collection is strictly by appointment only and at least 24-hours notice must be given. Buyers should satisfy themselves that they have collected all relevant registration and log books, documents and keys relating to their Lot(s) at the time of collection.

ADMINISTRATION AND UPLIFT FROM THE VENUE

€185 + VAT per motor car

STORAGE CHARGES

First 14 days: €25 + VAT per motor car per day

TRANSPORT CONTACT

EXCLUTRANS BV
Theo Van den Eeckhout
Koekoeklaan 43
9991 Maldegem, België
+32 9 232 01 70
info@exclutrans.com

CUSTOMS

Please note that for lots which are subject to the normal local duty/ import tax on Hammer Price : as Bonhams is the guarantor of the customs duties and taxes clearance, these motor cars cannot be released to the buyer or his transporter immediately after the sale.

For all enquiries relating to Customs, be they administrative or legal, please contact:

FIBONACCI

Joris Eysermans
Schoolstraat 41
2970 Schilde-Antwerp, Belgium
+32 460 96 18 40
office@fibonacci.cars

INSURANCE AFTER SALE

Buyers are reminded that their vehicles are their responsibility from the fall of the auction hammer. It is your responsibility to have adequate insurance cover in place.

Kennisgeving: Afhalingen, transport en opslag

Aankopen worden alleen vrijgegeven nadat de betaling voldaan is.

Gezien de veilinglocatie wordt ontruimd op maandag 10 Oktober, zullen kopers Bonhams moeten informeren als ze hun objecten al dan niet zelf zullen ophalen op maandag 10 Oktober en niet later dan 12u 's middags. Dit kan per e-mail alleen naar Valerie Simonet bij Bonhams ten laatste tegen 20u op zondagavond 10 Oktober.

Houd er aub rekening mee dat als Valerie Simonet uw instructies niet heeft ontvangen op zondagavond, de door uw gekochte voertuigen zullen worden getransporteerd naar de tijdelijke stockage bij het transportbedrijf EXCLUTRANS (Maldegem, België), op uw kosten en risico, op maandag 10 Oktober.

Valerie Simonet kan worden gecontacteerd op volgend mailadres: valerie.simonet@bonhams.com

In het geval wij geen instructies ontvangen zullen deze voertuigen voor uw rekening en op uw risico door het logistieke bedrijf EXCLUTRANS worden overgebracht naar een tijdelijke opslagfaciliteit in de buurt van de verkooplocatie. De kostenvermeerdering en de opslagkosten worden op deze pagina vermeld. Wij adviseren buitenlandse kopers en bieders bij afwezigheid voorafgaand aan de verkoop alternatieve regelingen treffen met betrekking tot het afhalen van de goederen. Alle opslag- en verwijderingskosten moeten voorafgaand aan het afhalen of verdere transport volledig worden voldaan.

De betaling van de hef- en opslagkosten en het transport moeten worden geregeld met EXCLUTRANS.

Afhalen kan alleen plaatsvinden op afspraak en na ten minste 24 uur voorafgaande kennisgeving. Kopers dienen zich ervan te verzekeren dat zij alle relevante registratiepapieren, logboeken, documenten en sleutels met betrekking tot hun voertuigen ontvangen hebben wanneer zij deze afhalen.

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF VEILINGLOCATIE

€185 + BTW per motorvoertuig

OPSLAGKOSTEN

Eerste 14 dagen: €25 + BTW per motorvoertuig per dag

TRANSPORT CONTACT

EXCLUTRANS BV
Theo Van den Eeckhout
Koekoeklaan 43
9991 Maldegem, België
+32 9 232 01 70
info@exclutrans.com

DOUANE

Hou er aub rekening mee dat voor voertuigen die ongeworpen zijn aan de lokale import tax op de hamerprijs, Bonhams de borghouder is van de douanetaxen en de belastingafhandeling. Deze voertuigen kunnen niet vrijgegeven worden aan de koper of zijn transporteur onmiddellijk na de veiling.

Voor alle inlichtingen met betrekking tot douane, administratief of juridisch, kunt u contact opnemen met

FIBONACCI

Joris Eysermans
Schoolstraat 41
2970 Schilde-Antwerp, Belgium
+32 460 96 18 40
office@fibonacci.cars

VERZEKERING NA VERKOOP

Kopers worden eraan herinnerd dat hun aankopen vanaf het vallen van de hamer voor hun verantwoordelijkheid zijn. Het is uw verantwoordelijkheid om ervoor te zorgen dat de gekochte goederen voldoende verzekerd zijn.

Important information for Buyers and Sellers

Belangrijke informatie voor kopers en verkopers

GENERAL INFORMATION

Commission bids

Bonhams will execute absentee bids when instructed. Lots will be purchased as cheaply as is allowed by other bids and reserves. Please see the terms and conditions at the back of the catalogue for further details.

Payment

Buyers must remit the total purchase price to Bonhams no later than 12 noon on the first banking day following the auction. Purchases will only be released when payment is received in our account, and the funds have been cleared.

Bonhams bank details

National Westminster Bank PLC
Regent Street Branch
250 Regent Street, London W1B 3PB
Acc. name: Bonhams 1793 Ltd - Client account
Currency: EUR
Account no.: 550 / 02 / 28613430
IBAN: GB13 NWBK 6072 1128 6134 30
SWIFT/BIC: NWBK GB2L

Successful bidders are asked to ensure they quote their Customer number when settling a payment.

Please note that international money laundering regulations prevent Bonhams accepting payment from any person other than the one named on the invoice.

Only Automobilia items can be paid by credit (Visa or Mastercard) or debit card at the sale, payments to a maximum of €5,000.

Buyers Premium (Notice to Buyers)

Please be aware that buyers premium is 15% on the final hammer price for each Lot purchased in the section Motorcars & Motorcycles. 27,5% on the final hammer price for Lot purchased in the Automobilia section, excluding Child cars, Bikes and Bicycles marked with (Δ) which are charged at 15% + VAT on the final hammer price. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price as well as the premium. These lots will be marked with either an omega (Ω) or (*) printed beside the lot number in the catalogue. Lots offered by a company liable to VAT will be marked with (†). For the vehicles of less than 6 months old, or having travelled 6,000 km or less, VAT Payable for EU citizens acquiring the aforementioned vehicle from another EU member state. These Lots will be marked with (NMT)

Bidder registration

To recognise bidders during the Sale all intending buyers are required to complete and sign a Bidder Registration Form. Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

Bidders are only permitted to bid when they have been allocated an identification number and are in possession of a sale catalogue which contains the conditions of this sale.

Bidders should note that this sale is expressly held on, and subject to, the Conditions of Sale in the auction catalogue which each bidder, by making a bid, automatically acknowledges that he or she has read, understood and accepted.

Insurance after the sale

Buyers are reminded that their purchases are their responsibility from the fall of the hammer. It is the responsibility of the buyer to have their lots insured. Should they not, Bonhams is not liable for any damage that may occur following the fall of the hammer.

Collection of Vehicles

Collection of vehicles is available by appointment only – whether you intend driving the car away from storage or using a vehicle transport company. Bonhams personnel will be on site from Sunday 9 October 2022 to Monday 10 October 2022 12pm. Thereafter, all vehicle collections must be coordinated via our transport representatives.

Collections, Transport and Storage

See Notice: collections, transport and storage details.

Damage

Any viewer who damages a Lot will be held legally responsible.

ALGEMENE INFORMATIE

Bieden in commissie

Indien daartoe opdracht wordt verleend kan Bonhams een bod bij afwezigheid uitbrengen. Kavels zullen voor een zo gunstig mogelijke prijs worden verkregen voor zover mogelijk door andere biedingen en limietprijzen. Zie de algemene voorwaarden op de achterkant van de catalogus voor bijzonderheden.

Betaling

Kopers dienen de totale aankoop prijs uiterlijk om 12.00 uur op de eerstvolgende werkdag na de veiling over te maken aan Bonhams. Aankopen worden alleen vrijgegeven nadat de betaling op onze rekening staat en de gelden zijn vrijgegeven.

Bonhams bank details

National Westminster Bank PLC
Regent Street Branch
250 Regent Street, London W1B 3PB
Acc. name: Bonhams 1793 Ltd - Client account
Currency: EUR
Account no.: 550 / 02 / 28613430
IBAN: GB13 NWBK 6072 1128 6134 30
SWIFT/BIC: NWBK GB2L

Succesvolle bidders wordt gevraagd om ervoor te zorgen dat zij hun klantnummer vermelden bij betaling.

Opgelet: internationale regelgeving tegen het witwassen van geld kan verhinderen dat Bonhams betalingen onvang van een persoon anders dan vermeld op de factuur.

Enkel Automobilia loten kunnen worden betaald met creditcard op de veiling met een maximum van €5,000.

Opgeld (Kennisgeving aan kopers)

Let op: alle gekocht kavels onderhevig zijn aan een opgeld van 15% op de finale hamerprijs voor ieder lot in de sectie Motor Cars.

27,5% op de finale hamerprijs voor ieder lot in de sectie Automobilia met uitzondering van child cars, motorfietsen en fietsen aangeduid met (Δ) die worden aangerekend aan 15% op de finale hamerprijs. Sommige kavels kunnen onderhevig zijn aan BTW op zowel de hamerprijs als het opgeld. Deze kavels worden gekenmerkt door ofwel een (Ω) of een (*) met betrekking tot tijdelijk geïmporteerde objecten. Kavels aangeboden door een bedrijf waarop btw verschuldigd is, zal worden aangeduid met een (†).

Voor voertuigen jonger dan 6 maand oud of die slechts 6000 kms of minder hebben gereden, zal BTW aangerekend worden voor EUburgers die voornoemd voertuig aankopen komende uit een andere EU-lidstaat. Deze loten zullen worden aangeduid met (NMT)

Registratie van bidders

Om bidders tijdens de verkoop te herkennen worden alle potentiële kopers gevraagd om een Registratieformulier voor bidders in te vullen.

Klanten worden verzocht om fotografisch bewijs van identiteit te overleggen - paspoort, rijbewijs, identiteitskaart en een bewijs van adres - rekening van een nutsbedrijf, afschrift van bank of creditcard, enz. Zakelijke klanten dienen ook een kopie van hun statuten / inschrijving bij de Kamer van Koophandel in te dienen, samen met een brief waarin de persoon gemachtigd wordt om een bod uit te brengen namens het bedrijf. Nalaten om deze documenten te overhandigen kan resulteren in het niet verwerken van uw bod. Voor biedingen met een grotere waarde kan ook een bankgarantie worden gevraagd.

Bidders wordt alleen toegestaan om een bod uit te brengen nadat aan hen een identificatienummer is toegewezen en zij in bezit zijn van een verkoopcatalogus die voorzien is van de verkoopvoorwaarden. Bidders dienen op te merken dat deze verkoop uitdrukkelijk onderhevig is aan de verkoopvoorwaarden in de veilingcatalogus. Iedereieder die een bod doet verklaart automatisch dat hij/zij deze gelezen, begrepen en geaccepteerd heeft.

Verzekering na verkoop

Kopers worden eraan herinnerd dat hun aankopen vanaf het vallen van de hamer voor hun verantwoordelijkheid zijn. Het is de verantwoordelijkheid van de koper om ervoor te zorgen dat hun kavel verzekerd is. Indien niet dan is Bonhams niet aansprakelijk voor enige schade die op kan treden na het vallen van de hamer.

Afhalen van voertuigen

Voertuigen kunnen alleen op afspraak worden afgehaald, ongeacht of u het voertuig zelf wilt besturen of dat u het voertuig af laat halen door een transportbedrijf voor voertuigen. Het personeel van Bonhams is op de locatie aanwezig van zondag 9 oktober tot maandag 10 oktober 2022 12.00 uur. Daarna moet het afhalen van alle voertuigen worden geregeld met onze transport vertegenwoordigers.

Afhalingen, transport en opslag

zie Kennisgeving: Afhalen, transport en opslag.

Schade

Iedere kijker die een kavel beschadigt wordt wettelijk aansprakelijk gesteld.

Your contacts for this Sale

Bonhams 1793 Ltd

Boulevard Saint-Michel 101
1040 Brussels
Belgium
eurocars@bonhams.com

Contact details during the sale period
from 6 October:

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+44 (0) 7889 722 333
www.showcasesvs.co.uk

RECOMMENDED TRANSPORTERS

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+32 9 232 01 70
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helping us with this catalogue and sale:

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www.themarket.bonhams.com

Automobilia & Motorcycles

Lots 1 - 20

13.00

Images of each lot can be found at
www.bonhams.com/zoute



20

1
**ROAD CLOSED-FERRARI, SKIZO
(BORN IN NOVEMBER 1973)**

Rectangular road sign: "Road blocked except"
painted after "Ferrari". Signed on the back Skizo.
Varnish. 81 x 61cm.
€600 - 900
No Reserve



1



2

2
**FERRARI RECTANGULAR ROAD SIGN,
GIROD MANUFACTURE SKIZO (BORN IN
NOVEMBER 1973)**

Painted on the front face with an interpretation of the
famous "Ferrari" dealership sign. Signed lower right
Skizo and countersigned on the back, dated 06/22.
Varnish. 80 x 60cm
€600 - 900
No Reserve

3
**PORSCHE-GULF PORSCHE FRONT BONNET
PAINTED IN THE COLOURS OF THE GULF
TANKER SKIZO (BORN IN NOVEMBER 1973)**

Signed on the back Skizo and dated. Decorated
spraypaint bottle having been used for its realisation.
Varnish. 130x120cm
€3,000 - 5,000
No Reserve



3



4

4
HALDA-TWINMASTER

Halda double totalizer counter, model Twinmaster serial
number 2416. Aluminum case. Allows the operations of
reset, addition, subtraction of any displacement of 10
meters. Mounts on all cars that can be used in Rally by
simply adapting the gear ratios.
€1,200 - 1,600



5

5
RALLY MASTER - HEUER

Pair of Heuer "Rally Master" chronometers mounted
on the same plate intended to be fixed on the
dashboard of a racing or rally car. The pinnacle
of equipment worn by rally drivers in the 1960s,
it consists of a "Monte Carlo" chronometer, a
two-button model, totaling up to 12 hours, and
a "Master time" watch with central second hand.
Both with rotating bezel. Good working condition.
€4,000 - 6,000

6
C.I.J - ALFA ROMEO P2

C.I.J brand tin toy (Industrial Toy Company). Second
series, with "teat" tyres marked Michelin, late
1920s. Blue colour of French racing cars. Spring
mechanism, in working order, with its original key.
L: 54cm
€8,500 - 10,000



6

7
C.I.J - ALFA ROMEO P2

C.I.J (Industrial Toy Company) sheet metal toy.
Third series, luxury version, "diamond" tyres,
1930s. Raspberry colour, spring mechanism, brake
drums, lighting system to be reconnected. Working
condition, with its C.I.J key, contained in a copy of its
original box. Some minor restoration L: 54 cm
€11,000 - 13,000



7





8

BUGATTI STAR 55

Child car Bugatti Star 55 by Arola/Stimula according to a study by Xavier De La Chapelle. Half scale replica of the Bugatti Type 55 Roadster, red and cream colours, made in the 80's. Numbered and limited to less than 200 units, frame N° 00190. Engine Sachs « Saxonnette » 49cc 2- speed automatic transmission with centrifugal clutch, chain drive, tubular frame, drum brakes, alloy wheels Bugatti Type Grand Prix style, tilt windshield, headlamps and chrome and functional lights, two-seater, all adjustable pedals for the driver up to 1.75 meters height. Eligible for Goodwood Festival of Speed and the Little Big Mans.

€8,000 - 12,000

No Reserve



9

HERITAGE ORIGIN WITH SIDE

Designed, made and assembled in France by Heritage Bikes, this luxurious and limited edition example (number 46) is offered with its Side – which makes it a real head-turner rarely seen on and off-roads! It has a Shimano engine and battery, a chromoly steel frame, a saddle in high quality leather and a glove box in carbon fibre. Eye-catching and stylish, this bike is inspired from the motorbikes from the 30's and the trailer has a rear styling inspired by the mythical Porsche 356.

€9,000 - 12,000

No Reserve



10

Restored to the highest standard

1978 HONDA ST50 DAX K3

Frame no. ST50-6151134

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. A larger version, the ST50/ST70 Dax, with a slightly bigger and more practical frame was introduced in 1969. This Dax is a rare original Belgian example and has been restored to 'AAA+' condition by the President of the Honda Classic Bikes Club in Belgium – arguably best qualified man in the world to restore a Belgian Honda Dax. Only original new and 'new-old-stock parts were used. Presented in excellent museum condition following its professional restoration, this K3 Dax, which even retains its original saddle, is 'on the button' and ready to use. The machine is offered with Belgian registration papers. These older Belgian Dax models are quite rare now and highly collectible.

€8,000 - 10,000

No Reserve



11 NMT

Only 976 kilometres from new

1972 HONDA Z50A MONKEY BIKE

Frame no. Z50-0384381

With the launch of the Z100 in 1961, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. In 1967 Honda updated the concept, launching the Z50 (also known as the Z50M) which used a de-tuned version of the overhead-camshaft engine of the recently introduced C50 step-thru. In most other respects this new 'Monkey' remained essentially unchanged, retaining the original's rigid frame, un-sprung fork, folding handlebars and seat, and 5" diameter wheels. A telescopic front fork and 8" diameter wheels appeared on later versions (the Z50A was the first monkey bike with front suspension). This model is an original German-market Z50A, with only 976 original kilometres from new. This Z50A Monkey must be one of the few left un-restored and very good original condition. This is a rare Monkey Bike and a real nostalgic piece of Honda history, coveted by collectors all over the world. A rare find a real survivor, this very nice and original Z50A Monkey Bike comes with his original German documents, current Belgian registration, owner's manual, warranty document and even the original dealer brochure.

€6,000 - 8,000

No Reserve



12 NMT

Only 145 kms from new

2004 HONDA Z50 'FREDDIE SPENCER' MONKEY BIKE

Frame no. AB27-1502079

Launched in Japan in 1967, and exported widely from the mid-1960s onwards, the 'Monkey Bike' was soon attracting the attention of collectors worldwide, and Honda was not slow to cash in on enthusiasts' passion for these charming little machines by introducing a succession of limited edition models. The machine offered here is an example of the rare, limited edition 'Freddie Spencer' model, only 2,500 of which were built. The Freddie Spencer was named in honour of the eponymous American motorcycle racer and three-time World Champion for Honda, who secured his first world title (in the 500cc class) in 1983, his second year in the competition. He was World Champion again in the 500cc category in 1985 and took the 250cc crown that same year, the last occasion that a single rider has won more than one World Championship in a given year. Spencer also won the prestigious Daytona 200 in 1985, and the Monkey's colour scheme echoes that of his winning Honda CB750F. Un-restored and described by the vendor as in very good condition, having covered only 145 kilometres from new, this highly collectible 'Monkey' is offered with Belgian registration papers (dated 1989 for Belgian Oldtimer registration), an extra key and even the original dealer brochure.

€8,000 - 10,000

No Reserve



13

NO LOT

14 NMT

Only 1,280 kms from new

2017 HONDA MONKEY BIKE 50TH ANNIVERSARY SPECIAL

Frame no. AB27-2000690

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. No class of motorcycles is more collectible than Japanese mini-bikes, particularly those of Honda's so-called 'Monkey Bike' family. Offered here is an example of the rare and collectible 2017 Honda 50th Anniversary special Monkey Bike, which is presented in effectively 'original and perfect' condition, exactly as it left the factory. This 50th Anniversary example comes with Belgian registration documents (dated 1967). A collectors' item built only for the Japanese market, it features fuel injection instead of the earlier models' carburettor induction and is highly sought after outside its native land. A 'must have' for the serious mini-bike collector, this charming little machine was built in a run of 500 units only making it collectible from day one. When this model was released in Japan, you had to enter a lottery to get the chance to buy one. More than 35,000 Japanese subscribed! This 50th Anniversary Special is also the final edition and the last 49cc Monkey Bike made by Honda after 50 years of Monkey Bike production!

€15,000 - 17,000

No Reserve





15 NMT

1997 APRILIA 650CC 'STARCK' MOTO 6.5

Frame no. ZD4MH0000TN052322

A controversial motorcycle if ever there was one - you either love it or hate it - the Aprilia Moto 6.5 was the creation of Philippe Starck, the famous French industrial designer whose portfolio ranges from wind turbines to lemon squeezers, which perhaps explains its passing resemblance to some of his kitchen appliances. Now widely recognised as a motorcycling design icon, the Moto 6.5 was powered by the Aprilia Pegaso's five-valve single, which went into a curvaceous bespoke frame. With 42bhp on tap, a low seat and weighing a mere 150kg Starck's Moto 6.5 effectively fulfilled Aprilia's brief to produce a chic and user-friendly city/town motorcycle. Production ceased in 2002 and today the Moto 6.5 enjoys increasingly collectible status. This example was delivered new to Belgium in 1997 and is currently in the hands of its second owner having covered a genuine 2,670 kilometres from new. Its colour scheme is unusual in so far as the front of the tank is white (most were orange). The most recent service was carried out just months ago and the related invoice for €530 is on file.

€3,000 - 5,000

No Reserve



16

1990 BMW 980CC K1

Frame no. *6376074*K1

Launched in 1989, the futuristically styled K1 represented BMW's bold attempt to create a hyper-sports flagship model using its K-Series 980cc four-cylinder engine, up-rated with a 16-valve cylinder head and Bosch electronic fuel injection. Despite BMW's self-imposed horsepower ceiling of 100bhp, *Bike* magazine's test K1 recorded a maximum of 107.9bhp on Motad's dynamometer, which was sufficient to propel the aerodynamically efficient 'Brick' to a top speed of around 240kmh. Arguably more important than the headline speed figures was the manner in which this performance was delivered, *Bike*'s tester Phil West being highly impressed by the way in which the wind-tunnel developed fairing made 190kmh seem like 60, and at a mere 7,500 revs too. Produced for only four years, the K1 is already one of the more collectible of post-war BMWs, as well as remaining a thoroughly capable sports-tourer. Finished in the model's typical red/yellow colour scheme, this K1 was delivered new in the Netherlands in April 1990 and has covered circa 90,000 kilometres from new. The machine was last serviced in April 2022, it starts and runs and is ready to be used. The bike comes with old and more recent Netherlands registration documents.

€5,000 - 8,000

No Reserve



17

1954 MERCEDES-BENZ W196 'STREAMLINER' FORMULA 1 CHILD'S CAR

Length: 265cm

Width: 105cm

Height: 70cm

This stunning evocation of Mercedes-Benz's outstandingly successful W196 'Streamliner' Formula 1 car is sure to delight the junior enthusiast. The W196 was introduced for the 1954 Formula 1 season, making its first appearance - in 'Streamliner' form with sports car-type enclosed-wheel bodywork - at the high-speed Reims circuit in France. Driven principally by Juan Manuel Fangio and Stirling Moss, the W196 won nine of 12 races entered and captured the only two world championships that it contested (1954 and 1955) with Fangio taking the drivers' title on both occasions. The Streamliner was best suited to very high-speed circuits, winning at Reims in 1954 and Monza in '54 and '55, with Fangio driving on each occasion. On tighter tracks the W196 ran with its wheels exposed. Built by an accomplished expert in the field, and carrying Fangio's number '18', this beautifully crafted child's car is powered by a 125cc four-stroke engine producing 9bhp. Notable features include single forward and reverse gear transmission; electric starter; glassfibre bodywork; front drum brakes; and a removable steering wheel. Top speed is between 45 and 65km/h and this 'Streamliner' can accommodate children between 5-12 years old

€15,000 - 20,000

No Reserve



18

1935 MERCEDES-BENZ W25 'SILVER ARROW' GRAND PRIX CHILD'S CAR

Length: 280cm

Width: 125cm

Height: 80cm

This stunning evocation of Mercedes-Benz's outstandingly successful W25 'Silver Arrow' Grand Prix car is sure to delight the junior enthusiast. Built to the governing body's new formula, which stipulated a maximum weight of only 750kg, the W25 was introduced for the 1934 Grand Prix season and in 1935 won the revived European Championship with German driver Rudolf Caracciola at the wheel. Caracciola won four out of the 1935 European Championship's seven races, claiming victories in France, Belgium, Switzerland and Spain, and would be crowned European Champion on two further occasions (1937 and '38) in the Mercedes-Benz W125 and W154 respectively. Built by an accomplished expert in the field, and carrying Caracciola's number '2', this beautifully crafted child's car is powered by a 125cc four-stroke engine producing 9bhp. Notable features include single forward and reverse gear transmission; electric starter; thick glassfibre bodywork; front drum brakes; fabric/leather seat; and a removable steering wheel. Top speed is between 45 and 65km/h and this 'Silver Arrow' can accommodate children between 5-12 years old.

€15,000 - 20,000

No Reserve



1988 BMW R80G/S PARIS-DAKAR

Frame no. 6288357

- Iconic 1980s enduro roadster
- Restored by recognised specialist Theo Terwel in the Netherlands
- 140 kilometres since completion



BMW's first 'R80', the R80/7, was introduced in 1977. Like its R75/7 predecessor, the R80/7 was powered by BMW's traditional air-cooled flat-twin engine coupled to low-maintenance, shaft-drive transmission. Recognising the increasing demand for off-road styled models, BMW re-entered the ISDT in 1979 as a means of publicising its forthcoming range of enduro roadsters.

The first of these, the R80G/S, was announced in September 1980. Based on the equivalent R80/7 roadster, the G/S featured a 21" front wheel, raised mudguards, a high-level exhaust system, and a single-sided swinging arm. Strikingly finished in white with an orange seat, the R80G/S was too heavy for serious rough stuff but nevertheless excelled as a long-distance tourer, a market sector that its successors dominate to this today. Modified versions won the arduous Paris-Dakar Rally in 1981 and 1983, and to cash in on these successes BMW launched the R80G/S Paris-Dakar model, as seen here.

The most striking feature of Paris-Dakar variant was its enormous, 35-litre fuel tank, while other special features included a single seat and rear luggage grid. Boasting the model's distinctive 35-litre fuel tank and orange seat, this Paris-Dakar is a 1986 model that was not first registered until 1988. A superb example, this beautiful machine has covered only some 140 kilometres since restoration to concours standards by recognised specialist Theo Terwel in the Netherlands.

We are advised that Theo Terwel used only original BMW parts when overhauling the engine and transmission. Other notable features include a (rare) original exhaust system and equally hard-to-find speedometer and rev counter. The machine is offered with a German Fahrzeugbrief and Belgian registration documents.

€15,000 - 35,000

No Reserve



20

Number 218 of 500 examples

BUGATTI BÉBÉ II 'PURSANG'

Frame no. 218

- *The most expensive version of the three available*
- *Alloy coachwork*
- *New 'mint and boxed'*



This luxurious child's car model type Bébé II was created in 2019 in Molsheim by The Little Car Company in association with Bugatti for the 110th anniversary of the brand. The Baby II is a replica of the legendary Bugatti Type 35, it retains the playfulness of the original Baby, revisited with 21st century technology.

Frame n° 218 of the initial 500 created, ¼ scale of the original one, colour blue and leather seats. Hand formed aluminium bodywork, Michelin tires, electrical engine that can go up to 30km/H, headlights, battery, horn, rearview mirror, hand brake, adjustable pedal board, shock absorber. This model has never been used, delivered in its original transport case. 2,8 meters long and 1 meter wide.

€80,000 - 100,000



Motor Cars

Lots 101 - 175

Images of each lot can be found at
www.bonhams.com/zoute



LOT 130

1963 FERRARI 250 GT/L 'LUSSO' BERLINETTA

Coachwork by Carrozzeria Pininfarina/Scaglietti



101

1970 FIAT 500 'GIARDINIERA'

Chassis no. 120 251849

- In an exclusive private collection in Germany since 2014
- Professionally maintained
- Classic Data Report available
- Valid TÜV



Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction of the body/chassis, an opening fabric roof and all-independent suspension, while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks, and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned (17.5bhp) form.

In the spring of 1960, a Giardiniera (gardener) station wagon was added to the range. Built on a 4" (101.6cm) longer wheelbase than the saloon, the Giardiniera featured a single side-hinged rear door and carried its engine horizontally beneath the rear load platform, thus increasing available luggage space. Testing a Giardiniera in 1961, *Autocar* magazine was mightily impressed by FIAT's new baby: "The Italians match their affinity with micro-motoring to a happy flair for making little cars really well, and within the limitations of its body dimensions and engine power the Giardiniera is a real masterpiece."

The miniature station wagon was found capable of carrying four adults and 127kg of luggage (alternatively, one adult and 203kg) while returning an impressive 46.8mpg (5 litres/100km) over 1,000 miles. The maximum speed achieved was exactly 60mph (96km/h). From the spring of 1968 Giardiniera production was transferred to Autobianchi and finally ceased in 1977.

Beautifully presented in olive green with a beige vinyl interior, this most charming Giardiniera has been in its current owner's exclusive private collection in Germany since circa 2014, since when it has been rarely used but professionally maintained by his mechanic. A Classic Data Report from 2014 attests to the recently overhauled engine and describes the car as authentic with a very solid body, not showing any apparent signs of corrosion, and with paint and sunroof seemingly renewed some time prior. The car is offered with the aforementioned report; current German registration documents; and, importantly, a valid TÜV certificate, expiring in November 2022. A most charming addition to any collection.

€9,000 - 12,000
No Reserve



1966 FIAT ABARTH 595

Chassis no. 110F 1119016 Abarth 105 1775

Engine no. 110F000 1205176

- *Delivered new in Italy*
- *Offered from an exclusive private collection in Germany*
- *Maintained by the collection's mechanic*
- *Registered in Germany*
- *TÜV valid until November 2022*



After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of aerodynamically-stylish sports prototypes and limited-series production cars. An innovative concern with a sporting pedigree second to none, Abarth was taken over by FIAT in 1972.

With their FIAT 500-based 595, Abarth adopted the most cost-effective method of coaxing greater power from a small engine, a new big-bore cylinder block boosting the previously 499cc air-cooled twin to 593cc. Higher-compression pistons, re-worked inlet ports, a special camshaft and exhaust system, and a larger carburettor helped raise power from 22 to 30bhp, though the biggest gain was in mid-range torque. Abarth's conversion halved the standard car's acceleration times and endowed the 595 with a top speed of more than 75mph (120km/h).

Lowered suspension and wider wheels and tyres helped the baby FIAT utilise the increased performance. Those still not satisfied could opt for the 595SS (Sprint Speciale), with 34bhp on tap and an 80mph top speed.

According to the accompanying copies of old Italian documents and the Estratto Cronologico, this FIAT Abarth 595 was first registered in the Vercelli province of Piedmonte in Northern Italy on 4th May 1966. The car remained in that region with a few more owners in Biella and Turin before being acquired by the German vendor in 2011. Since acquisition it has resided in an exclusive collection in Germany, where it has been looked after by the vendor's mechanic. Finished in dark blue with a contrasting red vinyl interior, the latter boasting the correct Jaeger instrument cluster, this 'pocket rocket' presents very well indeed. The car is offered with the aforementioned copies of the Italian documents; current German registration documents; and TÜV valid until November 2022.

€30,000 - 40,000
No Reserve



103

1962 FIAT 500D 'TRASFORMABILE'

Chassis no. 110D 419361

Engine no. 110D 465366

- *Desirable Trasformabile (opening roof) model with suicide doors*
- *Delivered new in Italy*
- *Striking 'Verde Chiaro' over a red cloth and vinyl interior*
- *Fresh from restoration*



Apart from a Ferrari, no car is more recognisable as classically Italian than the FIAT 500. Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, a full-length opening (trasformabile) fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin, the first such used by FIAT, and the gearbox a four-speeder.

The austerity of the basic 500 - it was known as the 'Economica' - was not well received, prompting the swift introduction of a revised and better equipped model, which first appeared towards the end of 1957 at the Turin Show. Refinements incorporated in this less Spartan version included wind-down windows, an upholstered rear seat, column-mounted switch gear stalks, and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form, which nevertheless brought with it a small gain in horsepower. With the introduction of the 500D, the short sunroof first seen on the Sport became available on the standard saloon.

The Nuova 500 was an immense success for FIAT, and by the time production ceased in 1975 almost 3,000,000 of these adorable little cars had been sold. The original FIAT 500 remains as popular today as it ever was and recently was voted 'Sexiest Car' by the readers of the UK's *Top Gear motoring* magazine.

This FIAT 500D Trasformabile was delivered new in Rome, Italy in 1962 where it has spent its life until now and comes with its current Italian registration papers. Presented in the lovely original colour scheme of Verde Chiaro over a red cloth and vinyl interior the car has benefitted from an extensive restoration in 2021-2022.

During this restoration the car has been taken to bare metal and a full body respray has been executed. The car still has its original floors and sills which is remarkable for a Cinquecento of this age and a testament of how well the car has been preserved. The engine has been rebuilt and the car has a fresh MOT from August 2022. It features period accessories like a steering lock, bonnet lock and comes with its original "libretto di uso e manutenzione" and Italian registration documents. The car is a real eye-catcher and is ready to be enjoyed.

€25,000 - 30,000

No Reserve



104 Ω

1997 PORSCHE 911 TYPE 993 TURBO 'X50' COUPÉ

Chassis no. WP0ZZZ99ZVS370869
Engine no. 61V02166

- Built to Gulf Co-operation Council specification
- Optional upgrade to 'X50' 430bhp specification
- Numerous 'Exclusive Department' options
- 34,370 kilometres recorded



An important landmark in the Porsche 911's continuing development arrived for 1994 with the introduction of the Type 993, destined to be the last to use the air-cooled engine that had been a distinguishing feature of the 911 since its introduction 30 years previously. The Type 993 is regarded by many as the most beautiful 911 of all. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognisably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest 3.6-litre version of Porsche's perennial flat-six engine.

Along with the sleeker bodywork came new multi-link rear suspension that improved both ride quality and roadholding, reducing the 911's characteristic lift-off oversteer. The 3.6-litre engine not only produced more power than before but made it available over a wider rev range thanks to 'Variocam' variable valve timing and variable-length air intakes. Introduced in 1995, the Type 993 Turbo was the first Porsche production model to feature a twin-turbo-charged engine and the first 911 Turbo to incorporate permanent four-wheel drive. With 300kW (402bhp) on tap, the Type 993 Turbo offered a level of performance approaching that of the Porsche 959 supercar, racing to 100km/h in around 4 seconds on its way to a top speed of 290km/h.





Finished in Velvet Red Metallic with magnolia leather interior, this 1997-model 911 Turbo was built to Gulf Co-operation Council specifications and delivered on 10th May 1998. A manual transmission model, it was upgraded prior to delivery to the desirable 430bhp specification, and fitted with numerous options:

- Shift lever knob in leather
- Additional oil cooler
- Steering column casing in leather
- Roof liner in leather
- Sun visors L&R in leather
- Instrument carrier c/w light burr wood
- Airbag steering wheel combined light burr wood/leather
- Handbrake lever in leather
- Oval exhaust pipes
- Air inlets
- Door panel in light burr wood
- Catalytic converter de-activated
- Automatic speed control
- Central locking with remote control
- 92-litre tank
- Third brake light
- Automatic sliding roof with automatic wind deflector
- CD changer
- Soft look leather seats

Accompanying documentation consists of copies of the Vehicle Identification sheet and specifications listing. Currently displaying a total of 34,370 kilometres on the odometer, this highly desirable modern Porsche has been in storage since 2003 and will require re-commissioning before further use.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€80,000 - 120,000
No Reserve



105 *

1958 ASTON MARTIN DB MK III SPORTS SALOON

Coachwork by Tickford

Chassis no. AM300/3/1575

Engine no. DBA/1187

- One of only 551 DB MK III's made
- Delivered new to the USA
- Factory left-hand drive example
- Stored since acquisition
- Requires re-commissioning



“The introduction of a new model by David Brown is always an event of importance. Here in the Aston Martin DB Mark III Sports Saloon are incorporated all the elements of a superlative motor car. The highest ideals of roadholding, steering, braking and sheer performance have been achieved. Exciting and functional, elegant and exhilarating, it is incomparably the best Aston Martin car ever produced.” – Aston Martin Lagonda Ltd.

Two years after the introduction of the DB2/4 Mark II came the DB Mark III, 551 of which, mainly saloons, were made between March 1957 and July 1959. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the ‘hallmark’ look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose gave the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver. According to *The Autocar*: “The latest models – the DB Mk III’s – have a number of important improvements and, in addition, a subtle crispness and refinement, as compared with the DB2/4, not easily attributed to any one modification.”

The 3.0-litre DBA engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft, and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis ‘1401’. Despite the inevitable weight increase, the Mark III was faster than any of its predecessors with a top speed of 120mph (193km/h).

The DB Mark III is also notable as the first Aston Martin to feature in a ‘James Bond’ novel, being driven by ‘007’ in *Goldfinger*. It was also the last Aston Martin produced with the W O Bentley-era six-cylinder engine.





Its accompanying copy guarantee form reveals that left-hand drive chassis number '1575' was despatched to Aston Martin's US importer J S Inskip on 20th July 1958 and delivered to its first owner, Mr Arthur Parmenter of Warwick, Rhode Island. The car left the Newport Pagnell factory finished in Peony with Off White Connolly hide interior trim. The AMOC Register records the fact that the car was still in the USA in 1996.

At around that time '1575' was advertised for sale by The Aston Workshop as 'comprehensively restored in 1996 by one of America's premier Aston Martin specialists' and was said to be 'beautifully finished and correctly detailed throughout'.

All metal work was said to have been completed, including the bulkhead, prior to a bare-metal re-spray. The engine was described as fully rebuilt, while the brakes had been overhauled and the suspension checked and fully serviced. A new wiring harness all new pipe-work had been fitted. The engine was said to be 'virtually concours' and correctly detailed. The interior had been re-trimmed in top quality Connolly biscuit hides with fawn Wilton carpets edged in biscuit. The dashboard had been removed and renovated; the brightwork re-chromed; and the wire wheels rebuilt and shod with Pirelli radial tyres.

Since its acquisition by the vendor, the Aston has been kept in storage and not used. Re-commissioning will be required before it returns to the road.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains within Belgium the reduced rate of Import VAT at 6% will be charged on the hammer price. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered country's rate. Import rates to other EU Countries may vary and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

**€80,000 - 140,000
No Reserve**



106 Ω

2010 ROLLS-ROYCE PHANTOM DROPHEAD COUPÉ

Chassis no. SCA682D07AUX14427

- *Rolls-Royce's flagship model*
- *One owner from new*
- *Circa 118 km recorded from new*
- *Stored since acquisition*
- *Extensive interior and exterior options*



"In the automotive world, nothing says tradition, exclusivity, and dyed-in-the-wool wealth better than a car from Rolls-Royce. Exuding class and history, the company has always strived for cars with impeccable style and excellence. Case in point, the Rolls-Royce Phantom Drophead Coupe. With dropdead droptop appeal, it just may be the dreamiest Rolls-Royce yet." – *MotorWeek*.

Vickers' controversial sale of its Rolls-Royce and Bentley brands in 1997, although acrimonious at the time, allowed the two marques to reaffirm their traditional roles in separate ownership: Rolls-Royce continuing to provide the ultimate in luxurious motoring for the plutocracy under BMW's stewardship, with Volkswagen-owned Bentley catering for the wealthy owner-driver with sporting inclinations. Concluded in 1998, the deal left VW in control of the Crewe factory and it was not until January 2003 that Rolls-Royce would be officially re-established at its new home close to Goodwood in Sussex.

An historic model in the continuing history of the Rolls-Royce marque, the 6.7-litre V12-powered Phantom was the first all-new design to be introduced by the company following its takeover by BMW. To the relief of traditionalists it looked nothing like a BMW, despite the underlying technology. Produced at a new factory near Goodwood in Sussex, the Phantom revived a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. In keeping with the tradition established by previous Phantoms, the newcomer was a very large motor car, outstretching the old Silver Seraph (the last Crewe-built Rolls-Royce) by 18" while boasting a radiator shell 4" taller. Priced at around £260,000 at time of launch, it was also 40% more expensive.

While the aluminium body structure represented the ultimate in automotive technology, its accoutrements remained entirely traditional in choice of materials, consisting of the finest hide trim, genuine woollen carpets and carefully selected wood veneers.





Certain dashboard features recalled those of earlier models, while there was a choice of five-seater ('Lounge') or four-seater ('Theatre') accommodation. Saloon, Coupé and Drophead Coupé versions were built.

MotorWeek ended its review thus: "While being one of the most ostentatious examples of wealth on the planet, the 2009 Rolls-Royce Phantom Drophead Coupé is still a fascinating machine, and a credit to the dreamers at Goodwood who made it reality."

Stored since acquisition, this Phantom had covered 118 km at the time of cataloguing. The car will require its first service before further use. A wonderful opportunity to own a little used example of Rolls-Royce's flagship model fitted with many desirable options and in an attractive colour combination.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

**€100,000 - 200,000
No Reserve**



107 Ω

Circa 500 km from new

2017 PORSCHE 911 TYPE 991.2 TURBO S COUPÉ

Chassis no. WP0ZZZ99ZHS161205

Engine no. DBCA002169

- Built to Swiss specifications
- One owner from new
- Fully optioned
- Stored since acquisition



"The Porsche 911 Turbo, traditionally the ultimate indomitable everyday supercar, might seem at risk from the latest crop of increasingly rounded rivals and new turbocharged entry level 911's, but the Turbo's appeal is much like that of a black Armani suit; expensive, sophisticated and timeless.

"The 911 Turbo was first released in the 1970's, but has evolved from the edgy, intimidating sports car it was into the polished and sophisticated everyday supercar of today. Now in its 991.2 guise, the 911 Turbo is as capable and organ-pummellingly fast as ever." – *evo*.

Somewhat confusingly, the seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third all-new platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Its development overseen by Porsche's Chief Designer, Michael Mauer, the Type 991 represented a logical progression from the Type 997 and was slightly larger than its immediate predecessor while retaining the classic 911 look.





The most important chassis change was to the wheelbase, which increased in length by 100mm, while a new transaxle enabled the rear wheels to be relocated 76mm rearwards relative to the engine, improving both weight distribution and cornering performance. Transmission options comprised six-speed or seven-speed manual gearboxes, with Porsche's dual-clutch (PDK) shift optional on the latter.

Porsche's signature 'flat-six' engine was available in three different capacities in the Type 991 (3.4 litres, 3.8 litres, and 4.0 litres) with power outputs ranging from the entry-level Carrera's 345bhp up to the Turbo S's 552 horsepower. Following its established practice, Porsche also offered Cabriolet, Targa, GT3 and GT3 RS variants to cater for all customer demands ranging from soft-top boulevard cruiser to track-day assault weapon.

In September 2015, the Type 991 was introduced in revised and restyled form for the 2016 model year, becoming the '991.2' in factory parlance. To the concern of some traditionalists, turbo-charged engines were now standardised throughout the range: a 3.0-litre unit in the Carrera and Carrera S and a 3.8-litre in the Turbo and Turbo S models.

Built to Swiss market specifications, this Type 911.2 Turbo S has the 3.8-litre engine producing 580bhp. The car left the factory finished in Sapphire Blue Metallic with Bordeaux Red leather interior having been ordered by our vendor with almost every conceivable option (the detailed list runs to 22 items). The purchase price was US\$200,000. Stored since acquisition, the car will require its first service before further use. Offered with the 2016 sales invoice.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

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**€80,000 - 120,000
No Reserve**



108 Ω

2007 ASTON MARTIN VANQUISH S ULTIMATE

Chassis no. SCFAC243M7B502577

- Sought-after last-of-the-line model
- One of only 50 made
- Stored since acquisition
- Requires re-commissioning



To celebrate the end of Vanquish production, the factory signed off with the Vanquish S Ultimate Edition, a run of the last 50 cars finished in 'Ultimate Black' with an upgraded interior and personalised sill plaques. As well as its unique exterior and interior finishes, the Ultimate also came with an up-rated version of the 6.0-litre V12 engine producing 603PS (UK and EU only), which was good enough for a top speed of 200mph.

An entirely new Aston Martin for the 21st Century, the Vanquish had debuted at the Geneva Auto Show in March 2001, with deliveries commencing a few months later. The Vanquish was styled by Ian Callum, the man responsible for the DB7, and was powered by a 6.0-litre, 48-valve, V12 engine. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed gearbox's electro-hydraulic change mechanism, a 'first' for a production car. The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual or computer-controlled automatic - with a 'sport' setting available on both.





A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console extending from fascia to transmission tunnel. Connolly leather upholstery, Wilton carpeting and quilted Alcantara headlining emphasised the Aston Martin heritage, for despite its advanced specification the Vanquish was built like all other Astons before it: one at a time, by hand. Standard equipment included almost everything the discerning enthusiast would wish for: Alpine stereo system; 6-CD changer; air conditioning; electrically adjustable seats; alarm/immobiliser; tyre pressure sensing; automatic rain-sensing wipers; automatic headlamp operation; automatic rear-view mirror dipping; trip computer, etc, etc. The Vanquish was built in two versions - two-seater and 2+2 - the rear seat space in the former being occupied by a shelf for a golf bag or other luggage.

The Ultimate Edition was based on the revamped Vanquish S that superseded the original version following its debut at the Paris Auto Show in 2004. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S. Production of the Vanquish ceased in 2007, by which time the model had been upgraded as the Vanquish S and the list price had risen to approximately €219,000. The Vanquish is yet another 'James Bond' Aston Martin, having featured in *Die Another Day* starring Pierce Brosnan as the eponymous secret agent.

This rare and collectible last-of-the-line Vanquish Ultimate Edition has been stored since acquisition and will require re-commissioning before returning to the road.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

**€80,000 - 120,000
No Reserve**



109 Ω

Only 82 kilometres from new

2009 MERCEDES-BENZ SLR MCLAREN 722 S ROADSTER

Chassis no. WDD1994761M002047

- *Limited edition model commemorating Mercedes-Benz's famous 1955 Mille Miglia victory*
- *One owner from new*
- *Stored since delivery*





Manufactured between 2003 and 2010, their new supercar allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300 SLR predecessor of 1955, it incorporated technological developments that were ahead of their time. Yet the term 'supercar' does not do full justice to the SLR, which, its peerless performance notwithstanding, is a luxurious and finely engineered Gran Turismo in the best traditions of Mercedes-Benz.

The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, it is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines ever found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs. As Car & Driver magazine observed: "This lends mind-boggling elasticity to the SLR, with passing performance that has to be felt to be appreciated."

In the interests of maximum fuel efficiency, the screw-type compressor is controlled by the engine management system and only activated when the driver floors the accelerator. Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class; taking just 3.8 seconds to sprint from 0 to 100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The two-seater has a top speed of 334km/h (207mph).

A front-engined layout was chosen in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system enabling it to be mounted lower in the chassis. The five-speed automatic transmission was specially optimised for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.





Reflecting the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure was produced in the latter's then all-new facility in Woking, England. Clearly showing its Formula 1 parentage, the suspension is by means of double wishbones all round.

The power-assisted rack-and-pinion steering is speed sensitive, while the SLR's Sensotronic Brake Control (SBC) and Electronic Stability Program (ESP) enable its sporting nature to shine through while maintaining the usual safety standards. The pioneering use of composite technology has also been extended to the brake discs, which are manufactured from a fibre-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds.

The Mercedes-Benz SLR McLaren was launched in South Africa and introduced for the 2005 model year priced at \$455,000, although choosing from the lengthy list of options could add considerably to the total.

The stylish roadster offered here is an example of the Mercedes-Benz SLR McLaren 722 Edition. The '722' refers to the victory in the 1955 Mille Miglia of Stirling Moss and his co-driver Denis Jenkinson, whose Mercedes-Benz 300 SLR had the starting number '722' (indicating a start time of 7:22 a.m.).

The roadster variant of the 722 Edition was unveiled at the 2007 Frankfurt Motor Show as the 722 S. The latter used the same engine and running gear as the coupé together with the standard SLR roadster's folding roof mechanism. Its performance was on a par with that of the closed coupé. The model went on sale in January 2009 and production was limited to 150 units.





Sold new to the current vendor, this 722 S roadster was built to Swiss specifications and comes with a copy of its sales invoice listing the following features among others:

- Fire Opal paintwork (special)
- Silver Arrow leather – 300 SL Red
- Red-black fabric soft-top
- Manuals in French
- Garage door opener
- Audio 30 APS with radio
- Mobile phone pre-installation
- Fire extinguisher
- Technical modifications (model year 2009)
- CD changer
- Passenger compartment protection
- 19" multi-spoked rims in forged aluminium
- Black carbon interior trim
- Soft-top mechanism cover
- Carbon-fibre bucket-type sport seats XL size
- Special red seatbelts
- Brake callipers in red
- Leather edging for floor mats in 300 SL Red
- 2-tone steering wheel (300 SL red/black)

The car has spent most of the time since delivery in dry storage and will require re-commissioning before further use.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

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€500,000 - 600,000
No Reserve



110 *

1968 LAMBORGHINI MIURA P400

Coachwork by Carrozzeria Bertone

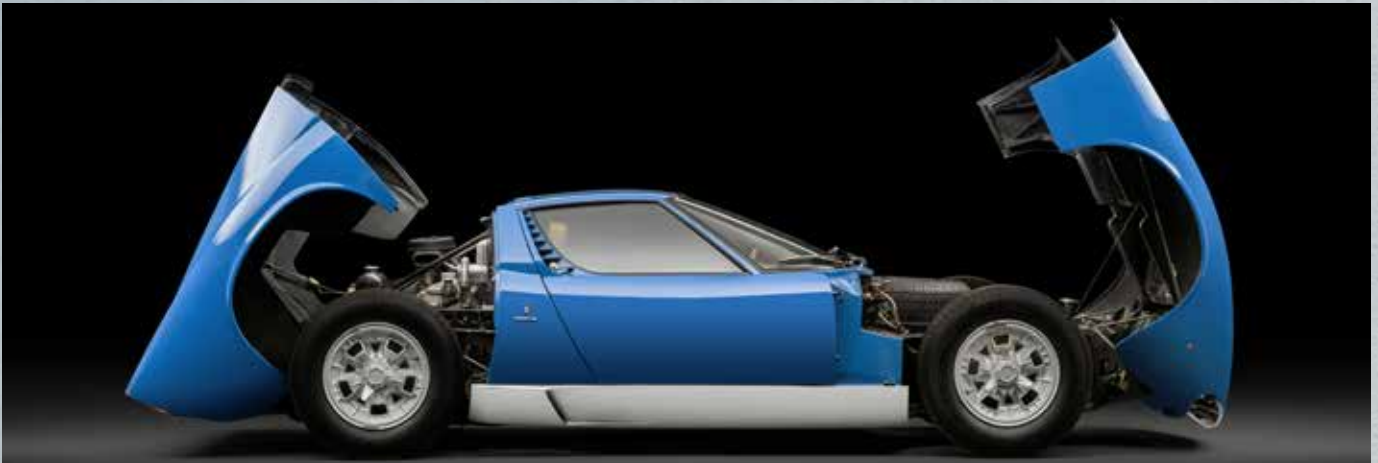
Chassis no 3769

Engine no. 2448

- *Delivered new in Italy*
- *Original colour combination*
- *Late reinforced chassis P400*
- *Present ownership since 2006*
- *Stored since its acquisition*







“But step back for a minute and work out what makes the Miura so special. In 1966 there was nothing like it. Only racing cars and the obscure little French Bonnet/Matra Djet had mid-mounted engines. Ferrari’s road-going mainstay was the traditional front-engined 275 GTB. So when tractor magnate Ferruccio Lamborghini stole the attention of the Geneva Salon crowd with the Miura, people were shocked as much by its audacious mechanical layout as they were by its era-defining and stunningly gorgeous styling.” – *Classic Cars*, July 2004.

Ferruccio Lamborghini’s bold challenge to Ferrari had begun in 1964 with the 350GT but it was the arrival of the Miura - arguably the founder of the supercar class - that established Lamborghini as a major manufacturer of luxury sporting cars. Prior to the model’s official debut at the 1966 Geneva Salon, Lamborghini cars were respected for their impressive mechanical specifications but they somehow lacked a distinctive persona. All this changed with the arrival of the Miura, named after Don Eduardo Miura, a famous breeder of fighting bulls. The Miura project first surfaced as a rolling chassis displayed at the 1965 Turin Motor Show but was not expected to become a production reality. Nevertheless, by the time of the Geneva Salon the following year, the first completed car was ready for unveiling to an awe-struck press and public.

Writing in his book, *Lamborghini* (1985), Jean-Marc Sorel had this to say about the Miura’s significance: “Thanks to the Miura, Lamborghini made a breakthrough unsurpassed in automotive annals, even reaching the point of worrying Ferrari and Maserati on their own territory, its two powerful neighbours...”

The car’s technical specification was breathtaking in its sophistication and complexity. Designed by Gianpaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupé coachwork styled by Bertone’s Marcello Gandini. Like the contemporary 400GT, the Miura used the 4.0-litre version of Lamborghini’s Giotto Bizzarrini-designed four-cam V12. With 350bhp available, the Miura was capable of shattering performance, a top speed of 180mph (290km/h) being claimed. Production examples were independently tested at more than 170mph, confirming that the Miura was the world’s fastest production car. Perhaps surprisingly, Lamborghini’s assessment of demand for its new baby would prove to be way out: instead of the 20 sales expected for the first year of production (1967), they ended up delivering 108 cars.





Early in 1968, after the 125th car had been completed, the steel used in the chassis was increased from 0.9 to 1mm in thickness, while from April that year customers could specify a leather interior. They also had a wide choice of eyeball-popping exterior colours that would be unthinkable on a Ferrari, Maserati or – heaven forbid – an Aston Martin. It all helped to cement the Miura's reputation as the brash new kid on the block.

Initial development had concentrated on chassis strengthening, these improvements being consolidated in the more powerful Miura 'S', for spinto (tuned), introduced in 1968. Production of the original P400 effectively ended when the successor 'S' version was introduced, by which time a little over 470 of these wonderful cars had been produced.

The process of making the Miura faster yet more durable reached its zenith in 1971 with the arrival of the 'SV', for spinto veloce. Apart from the deletion of its distinctive 'eyelash' headlight embellishments and changes to the rear lights, the body remained largely unaltered apart from slightly flared wheelarches shrouding wider tyres. In addition there were cosmetic changes to the interior and a more powerful (around 390bhp) engine to offset the increased weight and rolling resistance, but the main gain was a significant improvement in build quality.

There were also major revisions to the front and rear suspension arrangements to improve the handling and accommodate the new 9" Campagnolo wheels. Part way through 1971 a 'split sump' lubrication system was phased in, which used separate reservoirs for the engine and transmission oil. This was necessitated by the final cars' ZF limited-slip differential, which could not share the engine's oil, and brought with it the additional benefit of increase component life and less frequent rebuilds.

The Miura SV was the world's fastest production car when introduced but its arrival coincided with the Countach successor model's announcement. Although the latter was still years from actual production, demand for the Miura slackened inevitably and only 150 SVs had been made when production ceased at the end of 1972. There was also, briefly, a solitary competition version. Brainchild of Lamborghini development engineer Bob Wallace, the latter, known as the 'Jota', featured bodywork crafted in aerospace light alloy, Plexiglas side windows, racing suspension, Campagnolo magnesium wheels and an engine tuned to produce 440bhp. Sadly, this car, chassis number '5084', was destroyed in an accident in 1972.





The Miura we offer was completed in October 1968 as a late P400 with reinforced chassis, and was delivered new to Italy. Its original colour scheme was Bleu Miura (blue) with Gobi (beige) interior, the same as it is today. The Miura's early history is not recorded but at some point it made its way across the Atlantic. By 1985 the car was in the USA in the care of Mr Allen Lawrence Klopp in Pennsylvania.

An engineer by training, Mr Klopp carried out a great deal of work on the car during his ownership (1985-2006) and there are copies on file of extensive invoices for work and servicing carried out during his long custodianship. '3769' remains largely original having undergone only a partial restoration carried out from 1985-1987. While in Mr Klopp's care the Miura averaged around 1,000 miles per year. In May 2005 Mr Klopp sold the car to the current vendor, in whose major private collection where it has been displayed ever since. Re-commissioning will be required before this gorgeous Miura returns to the road following a lengthy period of static display. Invoices on file suggest that the car has only travelled 843 miles in the last 18 years.

Accompanying documentation consists of copies of the 2005 bill of sale and Commonwealth of Pennsylvania Certificate of Title in Mr Klopp's name.

Please note that if this vehicle remains within Belgium the reduced rate of Import VAT at 6% will be charged on the hammer price. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered country's rate. Import rates to other EU Countries may vary and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€500,000 - 800,000
No Reserve





111

One owner and just 20,962 kms recorded from new

1992 FERRARI 512 TR

Coachwork by Pininfarina

Chassis no. ZFFLA40B000093223

- Delivered new through Jacques Swaters' Garage Francorchamps
- Genuine documented low mileage of only 20,962 kilometres
- Highly original, unmolested example
- Dormant since the early 2000s, requiring re-commissioning



Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 290km/h (180mph).

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied - styling devices. A larger car than the 512 BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512 BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.





Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512 TR version, which came with 428bhp on tap and could easily exceed 300km/h. Pininfarina gave the TR a front-end makeover and the newcomer also gained improved under-body aerodynamics and 18" diameter wheels. A total of 2,280 512 TRs had been made when production ceased in 1994.

First registered on 25th May 1992, this Ferrari 512 TR was ordered new via Jacques Swaters' Garage Francorchamps in Brussels, who was a good friend of the current vendor, the car's one and only owner. Ordered new in red with black seats and contrasting red carpets, the Ferrari has had only one Belgian registration and was originally registered to the owner's company before becoming his personal property. This car has never been a daily driver; it was bought as a collector's car to participate in outings with the Ferrari Club Belgio and for pleasurable use at weekends, hence the low – and genuine – odometer reading of 20,962 kilometres.

The longest trip undertaken was to Maranello in the early 1990s with the current owner, who well remembers the phenomenal experience of driving his Ferrari 512 TR on the open roads in Italy. An invoice for service in 1994 with Ferrari Dealer Monza in Ghent is on file, mentioning the mileage of just 12,684 kilometres at that time.

Around the beginning of the 2000s, this 512 TR was put aside with a little over 20,000 kilometres on the odometer. The car has been dormant for some 20 years and is in need of mechanical re-commissioning and a major service following its lengthy period of dry storage. Although not run since the beginning of the 2000s, the Ferrari remains in superb condition cosmetically, and the vendor confirms that it is accident free and untouched. Accompanying documentation includes a Ferrari Certificate of Conformity (1992); original leasing contract dated 1992; warranty card stamped by Garage Francorchamps and Garage Monza; and the car's original books and pouch including the service book. Representing a not-to-be-missed opportunity to purchase a genuine and little used one-owner-from-new 512 TR, this unmolested example is a most attractive proposal for the Ferrari aficionado.

€120,000 - 160,000
No Reserve



112

One of only 75 left-hand drive examples

1953 ASTON MARTIN DB2 VANTAGE DROPHEAD COUPÉ

Chassis no. LML/50/366

Engine no. VB6B/50/1193

- One of only 98 DB2 drophead coupés (75 LHD)
- Matching numbers chassis and engine
- Restored to original factory colour scheme
- Delivered new to the USA
- Restored in Switzerland in the 2000s for noted collector Jean-Pierre Slavic
- Present private ownership since 2011



Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's Willie Watson-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car: the DB2. (This power unit is commonly referred to as 'the Bentley engine', W O Bentley having been Lagonda's Chief Engineer at the time.) Announced in April 1950, with production commencing the following month, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor.

Writing in 1952, Autosport's John Bolster enthused: "The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved. (The) model is remarkable for its comfort and luxury, and is also about the easiest thing there is to drive, outside of the 'automatic transmission' carriages." Bolster enjoyed the DB2's outstanding performance, particularly that of the 200km/h Vantage version, and remarked on the car's inherent safety and versatility: "Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin."



A mere 53,188 kilometres recorded from new
1972 FERRARI 365 GTC/4 COUPÉ

Chassis no. 15135

Engine no. 00172

- Purchased new by the current owner's late father and only driven by the current owner from new
- Said to be the only example delivered in 'Marrone Colorado' with 'Panno Scozzese 12' cloth inserts in Belgium through Jacques Swaters' Garage Francorchamps
- Off the road, dry stored, for circa 30 years
- Fully documented including the original purchase invoice, pouch, books and Marcel Massini report on file



"Each new Ferrari model brings some noteworthy advance over previous ones. The GTC/4's is mechanical refinement. Less mechanical thrash comes through from the engine room than in any previous Ferrari, and the controls are smoother and lighter than ever, making the car deliciously easy to drive well. And the lack of mechanical clatter does not deprive us of entertainment; there's just the right amount of purr from the four tailpipes, and when working hard in its upper rev range the engine sings the familiar and beautiful V12 song." - *Road & Track*.

A short-lived interim model that bridged the gap between production of the 365GT 2+2 and 365 GT4 2+2, the 365 GTC/4 was first shown at the Geneva Motor Show in 1971. A contemporary of the awe-inspiring Daytona, the 365 GTC/4 used a similar chassis and a wet-sump version of the former's 4,390cc four-cam V12 in a slightly lower - 320bhp - state of tune, which was coupled to a conventional five-speed gearbox rather than the Daytona's transaxle. Cylinder heads revised to accommodate side-draught carburettors enabled stylist Pininfarina to achieve an elegant, low profile bonnet line. "In all, a graceful, clean and understated design with subtleties one discovers only by looking it over carefully. One might say this model is a Ferrari for the mature enthusiast," observed *R&T*.

Altogether more civilised and easy to drive than the heavy Daytona, the rapid 365 GTC/4 came with ZF power steering and servo-assisted brakes as standard, the option of air conditioning, and an especially luxurious interior featuring individual reclining front seats and occasional rear seats.

In spite of the increasing emphasis on refinement, the 365 GTC/4 gave nothing away to its rivals in the performance stakes, racing through the standing quarter mile in under 16 seconds on its way to a top speed in excess of 240 km/h. By the time the model was withdrawn in October 1972, production had totalled only 500 units, making the 365 GTC/4 eminently collectible today.

The example offered here, chassis number '15135', was delivered new through the official Ferrari importer and gentleman driver, Jacques Swaters, of Garage Francorchamps in Belgium. This car is a desirable European version, manufactured in left-hand drive configuration for Belgium and equipped with air conditioning, power steering, stereo radio/cassette, and electric antenna. The Ferrari was ordered by Garage Francorchamps on 8th August 1971 and completed in March 1972. It was sold to its first owner, the current vendor's father, on 2nd March 1972. Garage Francorchamps' invoice records the colour scheme as Marronne Colorado with a beige leather interior with cloth inserts.

The owner covered a little over 50,000 kilometres with his Ferrari between 1972 and the mid-1990s when the car was put aside. It has remained off the road in storage until today. The old sticker in the door, suggesting the next service be done in 1994, is still present. In need of full mechanical re-commissioning and sympathetic restoration after a period of nearly 30 years in dry storage, the car seems to have had an amateurish over-spray in the original colour, presumably at the end of the 1980s, after which it was used infrequently (the owner moved on to other daily-driver Ferraris).





The paint shows signs of age and wear, but the body seems straight with excellent lines and shut gaps suggesting original factory fit (the one and only owner confirms the car was never damaged). In order to make excellent, the Ferrari would benefit from a full re-spray and needs cosmetic attention to the body in various areas, the right front lower end showing signs of rust. The brakes were freed off by us to move the car from storage; the engine appears to turn freely but hasn't been run for close to 30 years, and the entire interior can be preserved.

'15135' is fully documented and comes with the original sales invoice; the service book and warranty card; Belgian registration documents; Massini report, sundry invoices for work carried out; and even pre-sale correspondence with Garage Francorchamps. The latter lists the prices of the then available Ferrari 330 GTC and 275 GTB/4 (second hand) at 400,000 Francs whereas the 365 GTC/4 would be 906,000 Francs including VAT! A staggering price...

A most rewarding project, coming from single family ownership of 50 years and with only one driver from new, in a magnificent and exceptional colour scheme and fully documented.

€140,000 - 200,000
No Reserve



115

Verde Indy from new

1974 MASERATI BORA 4.9-LITRE COUPÉ

Coachwork by Itai Design

Chassis no. AM 117 718

Engine no. AM 107/11/49 718

- 'Long-legged' 4.9-litre V8, ZF 5-speed manual gearbox
- Matching numbers chassis and engine
- Professionally restored to concours standard in Italy
- Schloss Dyck concours award-winner in 2015
- Maserati Certificate on file



'For a man who wants the last word in sports cars, a mid-engined machine is essential. Racing single-seaters are built to this configuration and so the mid-engined car must be right!

'It is thus of great interest that the famous Maserati firm, which has tended to be somewhat conservative in recent years, has now placed an advanced mid-engined coupé on the market.' – John Bolster, *Autosport*.

The highlight of 1971 Geneva Salon was undoubtedly the sensational new Maserati Bora. With the Bora's introduction, the great Modenese manufacturer followed other supercar constructors in going mid-engined while at the same time abandoning its traditional tubular chassis technology in favour of unitary construction. Named after an Adriatic wind, the Bora was the work of Giorgetto Giugiaro's Itai Design, at least as far as its bodyshell was concerned; the mid-mounted engine was Maserati's familiar four-cam V8 in 4.7-litre form, the five-speed transaxle came from ZF and the all-independent double-wishbone suspension was penned by Giulio Alfieri, co-designer of the legendary 250F Formula 1 Grand Prix car.

One of the first 'new generation' models to appear following Maserati's acquisition by Citroën, the Bora used the latter's hydraulic technology to adjust seats and pedals, raise the headlamps and operate the excellent power-assisted brakes. A slippery shape plus 310bhp made for a very fast car - top speed was over 160mph (258km/h) - and the Bora had acceleration, handling and braking to match. The subsequent 4.9-litre version was even faster.

By January 1976, Maserati's management apparently had discussed shelving the Bora but later that year decided to continue. Only some 25 Boras were made that year, and the total produced was 564, the 4.7/4.9-litre split being 289/235. The type was finally phased out in 1979. *Motor* magazine concluded its March 1973 road test thus: 'The Bora impressed us as one of the best and most civilised mid-engined exotics we've tried, better developed than most of its ilk and immensely rewarding to drive, especially to drive fast on cross-country roads.' What more could any enthusiast want?

The Bora was a stunning supercar by any standards, both then and now.





This desirable 4.9-litre example was manufactured in October 1973 and delivered new to the USA in 1974 finished in the stunning Verde Indy livery we see today. Its accompanying Maserati certificate confirms the interior was originally white (now tan) and that the car left the factory with ZF five-speed manual gearbox and Campagnolo 'fuse' wheels. The Maserati's early history is unknown, but the car came back to Italy in poor condition and was in need of complete restoration.

In 2010 the Bora was subject to a professional frame-off cosmetic and mechanical restoration to concours standard, being converted to desirable European specification in the process (there is a CD-ROM photographic record of the work on file but no invoices). Purchased in 2013 by a passionate German enthusiast, the Maserati won the 1st Prize award for 'Most Beautiful Coupé' at the Schloss Dyck concours in 2015, confirming the quality of the restoration and the Bora's stunning presence.

The car comes with the following documents:

- German registration papers
- Restoration record book
- FIVA Identity Card
- Automotoclub Storico Italiano Certificato
- Copy of old Italian Libretto
- Original owner's manual
- Copy of Maserati Bora spare parts list

Bonhams had the pleasure to drive the Bora over a few kilometres and we were very impressed by its handling and behaviour, the Citroën-type brakes and the suspension reacting immediately and behaving faultlessly. Indeed, the Bora performed excellently, and with its 'long-legged' 4.9-litre V8 and ZF manual gearbox, was a delight to drive.

€125,000 - 150,000



116

Original left-hand drive

1958 AC ACE-BRISTOL ROADSTER

Chassis no. BEX 421

Engine no. 100D 779

- Delivered new to Paris, France
- Matching chassis and engine
- BMW five-speed gearbox fitted
- Present ownership since 1995 with continuous ownership history from new
- Enthusiastically campaigned by the founding President of the French AC Owner's Club



Alain Mauboussin, founding member and past president of the French AC Owners Club, on the 1998 Louis Vuitton China Run Classic





“Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.” - AC Heritage, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-litre, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and from 1956 onwards both models became available with the more powerful Bristol 2-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves.

Although taller and heavier than AC's own engine, the BMW-based Bristol was considerably more powerful thanks to its superior cylinder head design and down-draught carburettors. Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace could touch 120mph (195km/h), while around 150bhp could be wrung from it for racing.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design.





Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to greatly increased engine life.

The Bristol-engined Ace was not only more powerful, it was also considerably more expensive, costing £2,011 in 1957, an increase of 22% over the price of the AC-engined version. For that you could buy two MGAs, and even Jaguar's XK140 was cheaper than the Ace Bristol. Nevertheless, by the time Ace production ceased in 1963, more than half the 723 cars built had left the factory fitted with Bristol engines.

The combination of a fine-handling chassis and a decent power-to-weight ratio helped the Ace to numerous successes in production sports car racing; arguably its finest achievement being a 1st-in-class and 7th overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.

Towards the end of production the Ace was made available with the 2.6-litre overhead-valve Ford Zephyr engine installed. The first cars were converted by Ken Rudd of Ruddspeed before the factory took over. A 12-port aluminium-alloy cylinder head, developed by Raymond Mays of ERA and BRM fame, was usually fitted together with other internal modifications, in which form the Zephyr-derived unit produced 155bhp on triple SU carburetors and up to 170 horsepower on triple Webers. Only 36 examples of the Ford-powered Ace 2.6 were made, making it by far the rarest of the three engine types offered.





Leaving the factory on 1st May 1958, this left-hand drive Bristol-engined Ace was delivered new to Ets Chardonnet in Paris, France and registered to its first owner, Jean Balaresque, on 14th May 1958. The original colour scheme was light blue metallic paintwork with red interior trim and beige hood.

Mr Balaresque kept the Ace until March 1963 when ownership passed to Boutkil Abdelhouhab in Paris. During Mr Abdelhouhab's ownership the Ace was involved in an accident in Italy, damaging the front of the body. Garage de Lorraine then rebuilt the AC in March 1964 via Carrosserie Delvalet using the slightly different front end of the Zephyr-engined model it wears to this day. Garage de Lorraine sold the Ace later that year to next owner Nicolas Gilles.

The car then had a further four known owners (including Gilles for a second time) before being acquired on 20th April 1995 via Christophe Pund by the current vendor, founding member of the AC Club de France, Alain Mauboussin, of the eponymous jewellery manufacturer, Place Vendôme, Paris.

Over the last 27 years the enthusiast vendor has participated in numerous rallies with the Ace including five Coupes des Alpes; three Tours Auto; all the AC Club France rallies; ACF Rallies; Transalpina Rallies; and other rallies in Belgium: Z Trophy, HVCB, etc. One of the most memorable was the Louis Vuitton China Run Classic from Dalian to Beijing in May 1998, at a time when there were no hotels or gas stations (a tanker truck followed the competitors and the accompanying 50 journalists).

A copy of this very well documented car's history, prepared by Bertrand Leseur, AC Club France registrar, is on file together with a complete dossier of photographs of its restoration, which was carried out by J C de Penfentenyo during the late 1980s. There are also many bills in the file dating back to 1989. Now fitted with a BMW five-speed gearbox, the car was repainted metallic green and then light blue metallic in 2006. In 2003 'BEX 421' was the subject of an article by José Rosinski well known automotive journalist and racing driver in *Auto Rétro* (September edition).

Presented in beautiful condition, 'BEX 421' represents an exciting opportunity to acquire the most sought after Bristol-engined version of this classic British sports car, eligible for numerous historic events.
€290,000 - 340,000



117 Ω

73 km recorded from new

2009 MERCEDES-BENZ SL65 AMG BLACK SERIES

Chassis no. WDBSK79F39F158201

- One of 350 made
- One owner from new
- Stored since acquisition



“For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer’s dream Mercedes.” - Mercedes-AMG GmbH. AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes’ standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motor sports, entertainment, sport and business communities being counted among aficionados.

Offered here is a beautiful SL65 AMG Black Series, the third of this evocatively titled and exclusive limited-edition family that had begun with SLK55 of 2006. Intended as even more highly developed versions of Mercedes-Benz’s AMG performance models, the Black Series consists of two-seater fixed-head coupé designs only.

In the case of the SL65, this meant abandoning the ‘ordinary’ version’s folding metal hardtop in favour of a fixed carbon fibre roof, which also made room for the Black Series’ retractable rear spoiler.

The SL65 AMG Black Series was unveiled at Monterey in 2008. The base-car SL65 AMG’s 6.0-litre V12 engine was retained for the Black Series, but received larger turbochargers, a bigger intercooler, a new exhaust system and a suitably remapped ECU, resulting in an increase in maximum power to 670bhp (approximately a 10% improvement over the stock SL65 AMG) while torque went up to a mighty 737lb/ft, delivered between 2,200 and 4,200 revs. AMG’s engineers not only increased engine output but also trimmed 250kg (550lb) off the car’s all-up weight courtesy of additional carbon fibre panels, further improving the power-to-weight ratio. The result was a 0-60mph time of 3.8 seconds, while top speed was electronically limited to 199mph. This stupendous performance reached the road via AMG’s Speedshift Plus multi-mode five-speed automatic gearbox.





As one would expect, given the Black Series raison d'être, the chassis too underwent considerable modification, featuring quicker steering, wider front and rear track, and redesigned suspension in the interests of enhanced roadholding and controllability. Mercedes-Benz recognised that many Black Series customers would wish to enjoy their cars on the racetrack (where else could one safely enjoy its performance to the full?) and thoughtfully made the multi-link rear suspension adjustable.

The SL65 AMG Black Series rolled on AMG light-alloy wheels - 19.5" at the front, 20" at the rear - while stopping power was provided by 6-pot callipers at the front, 4-pot at the rear. Only 350 of these amazing cars were made, and all found customers despite a price tag of around a quarter of a million pounds.

Representing a possibly once-in-a-lifetime opportunity to acquire one of these fabulous limited-edition supercars this SL65 AMG Black Series is offered for sale by its original owner. Displaying only 80 kilometres on the odometer and stored since acquisition, the car will require its first service prior to road use.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€80,000 - 140,000
No Reserve



118

Ferrari Classiche certified

1962 FERRARI 250 GTE SERIES II COUPÉ

Coachwork by Carrozzeria Pininfarina

Chassis no. 3827

Engine no. 3827

- Fully matching numbers and colours example
- Known ownership history
- Restored by renowned specialists
- Ferrari Classiche certification dated 2013
- Marque expert Marcel Massini report on file



Powered by the famous 3.0 Litres Colombo V12, this superb Ferrari 250 GTE is one of only 355 estimated Series II built.

The chassis '3827', was originally destined for the French Ferrari importer Franco-Britannic Autos SA in Paris. However, it was M G Crepaldi Automobili in Milan who sold the car to Mr Romano Valera of Vimercate on 27th October 1962. As stated in the factory built sheet, the car was finished in Griggio Notte Acrilico with a Pelle Nera interior.

Registered 'MI 695770', the Ferrari was sold to Mr Guido Zanussi on 13th December 1962 for 650,000 Italian lire and registered as 'UD 75035' in February of the following year. On 24th September 1963, '3827' was serviced by Ferrari Modena with 37,155 kilometres on the odometer.

In March 1967, Mr Zanussi sold the car for 800,000 lire to its third owner, Benito Gioia, who lived in Verona, with the registration 'VR 173975'. 15 years later, in the 1980s, the Ferrari was acquired by Giancarlo Luppi who presented it at the Ferrari Days gathering in Modena in September 1982.

It was then sold to Vincenzo Scandura and Emilio Gnutti in Brescia before ending up in the hands of the Ferrari collector Paolo Provenzi in Bergamo.

Continuously maintained throughout its life in Italy, this Ferrari 250 GTE was acquired in 2013 by its current owner who, in a quest for reliability and aesthetic perfection, commissioned a painstaking restoration of the car, which was carried out by recognised 'Prancing Horse' specialists.

In 2013, shortly after the car was acquired and imported to Belgium, the upholstery was restored by the renowned Tappezzeria Luppi of Modena, while the wheels were re-chromed at the Borrani factory. The engine and overdrive gearbox were restored by the renowned L'Officina Belgium between 2014 and 2016. The work carried consisted of a complete rebuild of the engine and its accessories (starter, dynamo, carburetors, radiator, fuel pump, clutch...). At the same time, all the running gear was refurbished, including a complete restoration of the rear axle, the brakes, the steering, the rear suspension leaf and the replacement of the exhaust with an original Ansa while four new shock absorbers were fitted.







The bodywork was completely repainted in 2016. In total, a six-figure sum was spent on the restoration of '3827'.

Since its restoration, '3827' has only covered around 4,000 kilometres and is ready to be enjoyed. The fortunate next owner will receive the Ferrari Classiche certification file dated 2013; the Massini Report of 2013; the FIVA identity card; an important file of invoices and photographs; the original 'Usò e Manutenzione' manual and the original Belgian registration document. '3827' represents an exciting opportunity to own one of the most elegant and versatile models of the Ferrari 250 lineage with known history and, above all, having benefited from the attention of recognised specialists in recent years.

€380,000 - 450,000





119

One of only 9 built

1957 PORSCHE-ZAGATO 356 SPEEDSTER 'SANCTION LOST'

Coachwork by Carrozzeria Zagato

Chassis no. 101251

Engine no. P*66422*

- Delivered by Zagato in 2016 to the current owner
- Based on a 1957 Porsche 356A 1600
- Built with the approval of the Porsche Museum
- Matching numbers chassis and engine
- Only circa 800 kilometres since restoration
- Registered as '356-Z' in Belgium



One of the oldest and most respected of automotive design firms, Carrozzeria Zagato was founded in Milan in 1919 by Ugo Zagato, who used techniques learned in the wartime aeronautics industry to create a series of lightweight competition cars. Alfa Romeo immediately realised the potential of Zagato's designs and thus commenced a fruitful collaboration that lasts to this day. Legendary racing models such as Alfa's 1500, 1750 Gran Sport and 2300 8C were followed by luxurious coupés and roadsters on FIAT and Lancia chassis.

Post-WW2, Zagato continued to re-body sports and GT cars for racing, its modified versions of the FIAT-Abarth 750 GT and Alfa Romeo Giulietta SVZ being particularly notable. Typically, the Zagatos were aerodynamically more efficient and considerably lighter than the production cars they were based on. For Zagato, 'form followed function', yet its offerings were always beautiful and never utilitarian.

In 1957, the Milanese coachbuilders were approached by Claude Storez, who wanted them to design a more aerodynamic body for the 1957 Porsche 356 Carrera Speedster he was racing. Zagato had completed the commission by the latter half of 1958.

The Porsche left Zagato's workshops carrying a slippery-looking low-drag open body, which was finished in white and featured a curved windscreen with red longitudinal fins on the rear wings. The transformed Speedster was then shipped to Stuttgart, where Porsche fine-tuned the mechanicals prior to delivering the car to Storez.

In September 1958, Claude Storez entered his Zagato-bodied Speedster in the Tour De France Automobile, and it is believed he was the 2nd place finisher in the Reims GT race behind the Ferrari 250 GT TdF of Olivier Gendebien. A photograph exists of Storez in the Porsche-Zagato at this event (competitor number '139'). Storez's next known outing with the Porsche-Zagato was his participation in a rally in France in February 1959. Tragically, Storez was killed in an accident on the rally's final stage and his unique Porsche-Zagato vanished from view, never to be seen again.





Fast-forwarding several decades: Herb Wetanson, a prominent American collector, contacted Zagato and commissioned a Porsche-Zagato 356 Speedster identical to Storez's. The Storez Speedster is one of several 'lost designs' among the more than 440 that Zagato has produced since its foundation. Accordingly, it was decided to give some of the most beautiful a second life and make new versions of these lost designs. The Porsche-Zagato is the first to come from this programme.

As the lost Storez car had been unique and not one of a series, it meant that Zagato had to start from scratch in building another example, there being no survivors to use for reference, hence the project's title of 'Sanction Lost' rather than the 'Sanction 2' commonly applied to such continuations. Images and technical sketches of the original were held in Zagato's archive and that of the Porsche Museum; using the latest digital technology, Zagato was able to scan the original photographs of Storez's car to create a '3D' rendering in virtual reality.

Interviewed for Petrolicious, Andrea Zagato said: "When we saw how beautiful it was, we said to ourselves well, we can't afford not to make a car that's this important and this amazing because it marked the first collaboration between Zagato and Porsche." The digital data was used to construct the timber body buck, but otherwise the fabrication and assembly process was exactly the same as that used in period, the body panels being hand formed in aluminium, while all detailing was recreated to original specification.

Built with the approval of the Porsche Museum, the new Zagato Speedster was dedicated to marking the German manufacturer's 60th anniversary. It was decided that only 9 of these new Porsche-Zagato Speedsters would be built, regardless of the demand, though finding suitable donor cars would prove far from easy. Zagato would go on to make two similar closed coupés to a design that had not borne fruit in period.





The current owner ordered this Speedster from Zagato in 2015. The 1957 Porsche 356A 1,600cc donor car was one of the relatively few delivered new to Sweden. The stamped engine number matches the Porsche Kardex. '356 Car and Parts' in Italy carried out the mechanical restoration and preparation to accommodate the Zagato body (invoices on file). Like Storez's original, this car has fintaills accentuated in red. Delivered in 2016 to the current owner, the car has been hardly driven, covering only some 800 kilometres in six years (the vendor views his 356 Zagato more as a work of art). The 356 Zagato is road-registered in Belgium with the most-suitable personalized registration plate '356-Z'.

Accompanying documentation includes service invoices; Porsche Kardex confirming the donor car's specifications; old Danish registration document; correspondence concerning the Zagato conversion (2015); current Belgian registration documents; and a Belgian valuation report confirming the car's immaculate condition after the restoration/rebuild. Whether viewed as a work of automotive art or an exciting drive, this sublime Porsche-Zagato Speedster is certain to delight the fortunate next owner.

€300,000 - 450,000





120

Ferrari Classiche certified

1961 FERRARI 250 GT SERIES II CABRIOLET

Coachwork by Pininfarina

Chassis no. 2319GT

Engine no. 2319GT

- *One of a mere 200 Series II cars with disc brakes and overdrive*
- *Offered with factory hardtop*
- *Delivered new to Switzerland, now EU registered*
- *Restored by Carrozzeria Cremonini 2007-2008 with photographic record on file*
- *Present private ownership for more than a decade*
- *Marcel Massini report on file together with numerous service invoices*







By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin and Touring of Milan were responsible for bodying many of these but there was no attempt at standardisation for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina ('Pininfarina' after June 1961) would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956.

However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes. In response to the expected level of future demand, Ferrari set up its first production line and Pinin Farina moved into a vast new factory at Grugliasco on the outskirts of Modena, which had been under construction since 1956.

True series production began with the arrival of Pinin Farina's 'notchback' Coupé on the 250 GT chassis, 350 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250 GT chassis.





A number of important developments occurred during 250 GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports. On the chassis side, four-wheel disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year.

A number of coachbuilders offered a variety of body styles on the 250 GT chassis, Mario Boano's cabriolet on chassis number '0461 GT', exhibited at Geneva in March 1956, being considered the probable inspiration for the Pinin Farina-designed series that followed. Exhibited for the first time at the 1957 Geneva Salon, the latter's first 250 GT Cabriolet was snapped up by Ferrari works driver Peter Collins, who later had the car converted to disc brakes. This car, '0655 GT', was the first of four Cabriolet prototypes - alternatively referred to as Spydors - though the remaining 36 Series I cars all differed in detail to such an extent that each may be considered a unique creation. Indeed, it was common at this time for wealthy clients to specify features seen on show models or other Ferraris as a means of personalising their cars.

After a handful of alternative versions had been built, series production of the 250 GT Cabriolet began in July 1957 and around 40 Series I Pinin Farina-styled examples had been completed before the introduction of the Series II in 1959. Effectively an open-top version of the Pinin Farina-built 250 GT Coupé, whose chassis and mechanicals it shared, the Series II Cabriolet was built alongside its closed cousin until 1962. Overall design followed that of the Coupé, with short nose and long rear overhang, while a more-vertical windscreen provided greater headroom in the generously sized cockpit.

As well as the aforementioned improvements to brakes and transmission, the Series II cars benefited from the latest, 240bhp Tipo 128F V12 engine with outside sparkplugs, coil valve springs and twelve-port cylinder heads. The 250 GT was the most successful Ferrari of its time, production of all types exceeding 900 units, of which 200 were Series II Cabriolets. More refined and practical than any previous road-going Ferrari yet retaining the sporting heritage of its predecessors, the 250 GT is of historical significance, the Cabriolet version being the rarest and most desirable. Despite this, original survivors are relatively few, as many have been modified and converted into replicas of more exotic Ferraris such as the 250 GTO, Testarossa, etc.





Ferrari paperwork on file shows that chassis number '2319 GT' was built in 1961 and delivered in March of that year to Italauto in Lausanne, Switzerland. The car's original colour scheme was Grigio Scuro (dark grey) with Pelle Nera (black leather) interior, the same exterior as it is today. Between 2007 and 2008, this car was fully restored to the highest standards by recognised specialists Carrozzeria Cremonini in Modena, Italy.

Used sparingly since the restoration's completion, the Ferrari has belonged to the current vendor for over a decade and in 2011 participated in the Zoute Grand Prix Rally and concours d'élégance. Invoices on file for the period 2011 to 2020 total over €50,000, mainly for regular maintenance including a new clutch and five new tyres in 2019. The car is currently Belgian registered and comes with ASI and FIVA certification. Ferrari Classiche certified and boasting fully matching numbers, this expertly restored 250 GT Cabriolet sold with hardtop is worthy of the closest inspection.

€1,100,000 - 1,400,000





121 *

Delivered new to Belgium

1964 FACEL VEGA FACEL II

Chassis no. HK2 B 169

- One of only 182 made
- Pont-à-Mousson manual gearbox
- Present ownership since 2011
- Twin four-barrel carburettors from new
- 'Bleu Facel Irisé' colour scheme from new
- Original mileage of just over 45.000 kms from new
- Requires re-commissioning



"The HK500 was the most interesting car we ever made but the Facel II was the best. It was totally elegant." – Jean Daninos.

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious, and fast. Hand built, they were necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats, and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine, and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant, and Rob Walker.

Forges et Ateliers de Constructions d'Eure-et-Loire (Facel) was founded in December 1939 as a subsidiary of the military aeronautics company Bronzavia. After WW2 Facel was headed by Jean Daninos, formerly Bronzavia's technical director, who merged the company with Métallon. Facel engaged in the supply of car bodies to Panhard, Simca, and Ford before diversifying into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon.





A luxurious Grande Routière, the Vega featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA, that chosen being a Chrysler V8, setting the pattern for future models.

Launched in 1961, the Facel II was destined to be the last of the V8-engined models. Road testing one in 1962, *Autocar* commented: "A striking amalgamation of French, American and British components, the big Facel has a wonderful way of covering the miles extremely fast without mechanical fuss." Following an unsuccessful venture into engine manufacture that effectively bankrupted the company, production ceased in 1964 after a mere 182 Facel IIs had been built. Today these rare Franco-American GTs are among the most highly sought after of post-war classics.

This Facel II was delivered new to Belgium finished in Bleu Facel Irisé (Iridescent Facel Blue), and left the factory equipped with the Pont-à-Mousson manual gearbox and wire wheels.

The current vendor purchased the Facel from The Gallery (Aaldering Classic & Sportscars, Brummen) in January 2011. A copy of the bill of sale is on file and the car also comes with copy old French registration papers. Stored since acquisition, the car will require re-commissioning before further use.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains within Belgium the reduced rate of Import VAT at 6% will be charged on the hammer price. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered country's rate. Import rates to other EU Countries may vary and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€130,000 - 160,000
No Reserve



122

2015/2020 ROLLS-ROYCE 'SILVER SPECTRE' SHOOTING BRAKE

Coachwork by Rolls-Royce and modified by Carat Duchatelet

Chassis no. SCA665C03FUX79064

- Based on a Rolls-Royce Wraith
- Conceived by Niels van Roij Design
- The only example built
- First registered to Rolls-Royce Motor Cars
- c. 17,800 kilometres from new
- Only 200 kilometres since conversion





This unique Silver Spectre Shooting Brake has been styled by the Niels van Roij Design studio, which also supervised the construction process. Based in Utrecht, Holland, Niels van Roij Design has become renowned for its stunning conversions on upmarket chassis, including its Ferrari 'Breadvan' homage and Range Rover Adventum coupé. The Silver Spectre project was conceived and overseen by the owner in collaboration with Niels van Roij Design. According to its creator: "The elongated lines signal masterful craftsmanship and exquisite style. A manifestation of Grand Touring in its purest form."

Carried out by Carat Duchatelet in 2018-2020, this conversion is based on the Rolls-Royce Wraith Gran Turismo coupé, one of the world's most exclusive and desirable cars from a company unsurpassed in motoring excellence. Intended to be one of seven, this is and will remain the sole example built. Usually such conversions end up adding considerable weight, but the use of carbon fibre for the Spectre's lengthy roof has meant that this has been kept to a minimum.

Also noteworthy is the hand-made 'infinity starlight' headliner, a bold statement and showcase of this car's bespoke qualities. Claimed to be a world's first, it is a celestial nightscape of fibre-optic strands; the stars fade out towards the rear, giving the impression of an endless starlit sky.

Produced mid-2015, the Wraith was first registered to Rolls-Royce in the UK in January 2016 (it is assumed it was kept as a show car and/or demonstrator) and was later purchased by the current vendor. The car was last serviced in 2018 at 15,147 kilometres by Rolls-Royce München immediately prior to the start of the conversion process, which took some 18 months and 2,500 man-hours to complete.

When launched in 2013 the Wraith had a base price of around €215,750, though owners availing themselves of the lengthy options list - and most did - ended up paying considerably more. The cost of the conversion alone was a staggering €300,000, making the Spectre one of the costliest cars ever made; small wonder then that only one was built.





Only some 200 kilometres have been driven since the conversion's completion and this stunning Silver Spectre shooting brake is presented in excellent condition throughout.

Offered with its (copy) factory build sheet, a copy of the old UK V5C Registration Certificate in the name of Rolls-Royce Motor Cars and current German registration papers. This one-off Silver Spectre Shooting Brake has covered only 17,800 kilometres from new and is worthy of the closest inspection. A unique 'must have' for the Rolls-Royce connoisseur.

€300,000 - 350,000

No Reserve





123

One of only 428 built

1939 BMW 327/328 SPORTS CABRIOLET

Chassis no. 74440

Engine no. 74440

- Matching numbers chassis and engine
- The desirable 80bhp, 2.0-litre, 6-cylinder BMW 328 engine variant
- Only 170 kilometres since total restoration
- Much-loved by the regularity rally fraternity
- BMW Classic Certificate



Introduced in 1938, the 327 sports-tourer used the shortened, boxed, ladder-type chassis of the 326 saloon. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gear changes at low speeds, while there were hydraulic brakes all round.

BMW's pushrod six had by now been enlarged to 1,971cc and developed around 55bhp in the 327, which could also be ordered with the 328 sports car's 80bhp engine at extra cost. The 328's engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the engine's single, block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tuneability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s.

The 328 engine produced 80bhp, an exemplary output for a normally aspirated 2.0-litre unit at that time, with more available in race trim. Deploying the 328's state-of-the-art engine in a more civilised and comfortable package, the 327/328 is relatively rare, with only 428 completed up to 1940 when production ceased. All chassis numbers commence '74'. *Autocar* magazine had got its hands on a 328-engined Type 327 Sports Cabriolet in 1939, achieving the highly creditable maximum speed, for a 2-litre car, of 156km/h while testing the BMW at Brooklands.

BMW Group Classic and BMW Historic Motor Club UK have confirmed that this car was originally right-hand drive and was delivered to the UK finished in black with red interior. The first owner's name was Gumbrecht and the BMW was registered in 1939 as 'KMF 647'. In March 1939 the car passed to John Alcock of Biddulph, Staffordshire, who had it serviced and engine work done by T&T at Brooklands at around 4,000 miles. Lucas headlights were installed at the same time.





At some point early in its life car went to the USA, remaining there until relatively recently. The BMW was converted to left-hand drive before it left for the USA, destined for a Mr Bloomberg in New York. The original (rare) RHD steering box is still with the car.

The '328' returned to Europe with a Mr Eckardt of Suhl, Germany and then was sold to Prague (still with its US registration document). The current owner had the car completely restored with specialists in Prague between 2017 and this year. Costing a fortune, the no-expense-spared total restoration consumed some 2,500-3,000 man-hours and was carried out with attention to the finest detail. According to BMW Classic, the piping on the seats and interior was original, and the latter has been re-trimmed in an identical fashion. In addition, the (very difficult) woodwork was completely renewed during the rebuild (photographs on file).

'74440' retains matching numbers, and the last three digits of the body number are found on body parts such as the doors, windscreen frame, etc (photographs available). Only some 170 'shakedown' kilometres have been covered since the restoration's completion and the car still needs to be run in.

A joy to drive, the BMW 327/328 is especially loved by the regularity rally fraternity on account of its unmatched combination - for a 1930s 2-litre sporting car - of a powerful engine and advanced chassis, suspension and steering.

One of the fastest and most elegant of pre-war sports cars, this rare and highly desirable BMW 327/328 is offered with Belgian registration papers, and over 100 photographs of the restoration.

€280,000 - 340,000



124

Factory Hardtop

1957 LANCIA AURELIA B24S CONVERTIBLE

Coachwork by Pinin Farina

Chassis no. B24S 1519

Engine no. B24 1638

- Ultimate incarnation of the classic Lancia Aurelia
- 2½-litre V6 engine
- Present ownership since 2007
- Comprehensively restored by Italian specialists 2007-2009
- Registered in Luxembourg





The B24S Convertible represents the ultimate development of one of the most influential designs to emerge from Italy post-WW2: Lancia's classic Aurelia. First car ever to employ a V6 engine, the Aurelia was launched at the 1950 Turin Motor Show, and the following year the original saloon was joined by the Pinin Farina-styled B20 Coupé, a fastback 2+2 GT. B24 Spider and Convertible models were launched in 1955, both powered by a 2½-litre, 118bhp version of the 60-degree V6, by which time the Aurelia had gained a leaf-sprung De Dion rear axle.

The Aurelia Spider was clearly inspired by the Pinin Farina's open Ferraris. Intended for sale mainly in the USA, and with its wraparound windscreen of American inspiration, the Spider was quickly dubbed 'America'. Built on a 2,450mm wheelbase, the B24S Spider was mechanically similar to the 4th Series Aurelia B20, except for different air filters. All models had a floor-mounted gearchange and it was the first Lancia with left-hand drive as standard (the 'S' in the type number meaning 'Sinistra' - left - in Italian).

From 1956, the Spider America was succeeded by the more conventional B24S Convertible, mechanically based on the 5th series Aurelia B20. Again the work of Pinin Farina, the B24S Convertible looked superficially very similar but in fact was a total redesign that shared no panels with its predecessor. Easily recognisable differences were many: deeper doors with external handles and wind-up windows, flatter windscreen with quarter-lights, and one-piece bumpers, to name but three.

There was also, of course, a proper convertible hood providing decent weather protection. The B24S Convertible was built on the same wheelbase as the Spider and used a slightly less powerful (110bhp) version of the 2½-litre V6 engine. More civilised than the uncompromising Spider, the Convertible was also more successful, 521 being sold between 1956 and 1958 as opposed to 240 Spiders.

Few cars are more redolent of the Dolce Vita era of Italian motoring as the Lancia B24S Convertible, one of which famously starred in the 1962 film *Il Sorpasso* alongside Vittorio Gassman and Jean-Louis Trintignant. First registered on 1st January 1958, this gorgeous B24S was purchased by the current vendor from DPM Motors in May 2007 and registered in Luxembourg on 2nd July that year. Between 2007 and 2009 the Lancia was undergoing a complete restoration, the bulk of the work being carried out by Carrozzeria Auto Design in Cantù at a cost of €35,894.

Refurbishment of the mechanicals was entrusted to Autoriparazioni Clerici in Villa Guardia at a total cost of €14,520, while the interior was fully re-trimmed by Conti Tappezzieri in Bevara di Barzago at a cost of €7,180. In total, €57,594 was spent on bringing this car up to the exemplary standard we see today. All bills issued by the aforementioned specialists are on file and this wonderful 'old school' Lancia also comes with a FIVA Identity Card.

€300,000 - 350,000



125

A mere two owners from new

2004 PORSCHE CARRERA GT

Chassis no. WP0ZZZ98Z5L000142

- *One of only 1,270 built*
- *Delivered new in Strasbourg*
- *5.7-litre V10 with 6-speed manual gearbox*
- *Circa 20,300 kilometres from new*
- *Illustrated condition report and ultrasonic test report available*





When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked an acknowledgement of its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 60-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was always intended that the GT1's advanced technology would be carried over to the new model.

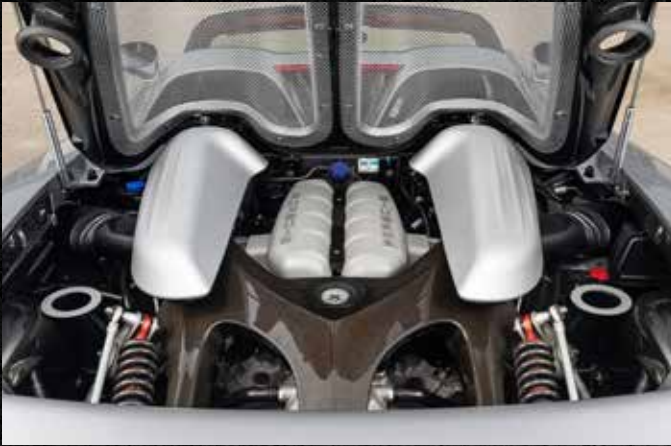
The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer's stand at the Paris Motor Show, where its overwhelmingly favourable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years previously for a still-born Le Mans racer. The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car.

Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six. Before production commenced, the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability, the rear body incorporates a wing that rises automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.





The Carrera GT's suspension is pure competition car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium callipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology.

The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost though, perhaps surprisingly, air conditioning was optional.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,270 had been built.

An early 2004 model, Carrera GT number '142' is a rare European specification car, delivered new to Strasbourg in France. Finished in GT Silver Metallic with Ascot Brown full leather interior, the car benefits from having the brakes and fuel pipework renewed and an FIA-standard fuel bladder fitted in 2018, while in January 2022 it was serviced at Porsche Zentrum Stuttgart.





'142' left the factory equipped with the following items of equipment among others:

- Bucket seats
- Head restraints at the front
- Leather steering wheel
- Front centre armrest
- Central locking
- Air conditioning
- Cruise control
- Colour glazing
- On-board tools
- Porsche Online Pro CD/radio
- Exterior mirrors left and right, electrically adjustable
- LM wheels with centre lock
- Bi-xenon headlights

- Rear fog lamp
- Headlight cleaning system
- ABS
- Power steering
- Brake booster
- Six-speed manual transmission
- Internally ventilated ceramic-composite brake discs

With so few produced and all in the hands of private collectors, the Carrera GT is only rarely seen on the open market. Presented in excellent condition and offered with all its original books, tools, and luggage, this eminently collectible Porsche Carrera GT represents a wonderful opportunity to acquire what *Car & Driver* rated as "arguably the finest sports car the company has ever produced".

€1,250,000 - 1,350,000



126 Ω

118 km recorded from new

2010 ROLLS-ROYCE PHANTOM COUPÉ

Chassis no. SCA683C04AUX29183

- Rolls-Royce's flagship model
- One owner from new
- Stored since acquisition
- Beautiful specification including 'Starlight Headlining'



"It is easy to be overwhelmed and awed by the Rolls-Royce Phantom Coupé, a car that cossets wonderfully and goes out of its way to make the driver and his passengers feel special like no other car on sale." – *Autocar*.

Vickers' controversial sale of its Rolls-Royce and Bentley brands in 1997, although acrimonious at the time, allowed the two marques to reaffirm their traditional roles in separate ownership: Rolls-Royce continuing to provide the ultimate in luxurious motoring for the plutocracy under BMW's stewardship, with Volkswagen-owned Bentley catering for the wealthy owner-driver with sporting inclinations. Concluded in 1998, the deal left VW in control of the Crewe factory and it was not until January 2003 that Rolls-Royce would be officially re-established at its new home close to Goodwood in Sussex.

An historic model in the continuing history of the Rolls-Royce marque, the 6.7-litre V12-powered Phantom was the first all-new design to be introduced by the company following its takeover by BMW. To the relief of traditionalists it looked nothing like a BMW, despite the underlying technology. Produced at a new factory near Goodwood in Sussex, the Phantom revived a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury.





In keeping with the tradition established by previous Phantoms, the newcomer was a very large motor car, outstretching the old Silver Seraph (the last Crewe-built Rolls-Royce) by 18" while boasting a radiator shell 4" taller. Priced at around £260,000 at time of launch, it was also 40% more expensive.

While the aluminium body structure represented the ultimate in automotive technology, its accoutrements remained entirely traditional in choice of materials, consisting of the finest hide trim, genuine woollen carpets and carefully selected wood veneers. Certain dashboard features recalled those of earlier models, while there was a choice of five-seater ('Lounge') or four-seater ('Theatre') accommodation. Saloon, Coupé and Drophead Coupé versions were built.

Motortrend summed up the Coupé's appeal thus: "At 100 mph, you can't hear the clock in the new Rolls-Royce Phantom Coupé. That's because the clock doesn't tick. But you can't hear much of anything else, either, apart from the rustle of wind around the A-pillars. It might be the sportiest Rolls-Royce ever - faster than a Porsche Boxster to 60mph and boasting a myriad of detail changes to suspension, steering, and transmission tune designed to sharpen its responses - but the Phantom Coupé is first and foremost a luxury car."

Purchased new by the vendor and stored since acquisition, this Phantom has travelled only 118 km at the time of cataloguing. Factory options include optional veneers, seat inserts and carpets, and Starlight Headlining in dark grey. The car will require its first service before further use. A wonderful opportunity to own a little used example of Rolls-Royce's flagship model.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€100,000 - 160,000
No Reserve



127

Ferrari Classiche certified

1979 FERRARI 308 GTB 'DRY SUMP'

Coachwork by Pininfarina

Chassis no. F106AB27371

- Delivered new to Germany
- Original colour scheme of Grigio Ferro over Pelle Rossa
- Factory air conditioning
- Believed-genuine circa 69,000 kilometres from new
- Full matching numbers example
- Serviced by official Ferrari dealer Eberlein



"The 308 GTB is everything you've come to expect of a Ferrari and more. The trend today is away from super powerful and super thirsty cars like the Boxer, Bora and Countach and toward smaller-engine cars stressing total refinement rather than brute power. And the 308 is a dramatic demonstration of how well Ferrari has coped with the pressing demands of emissions, safety, higher fuel prices and lower speed limits while retaining all the prestige and fun for which this marque has become famous." – *Road & Track*.

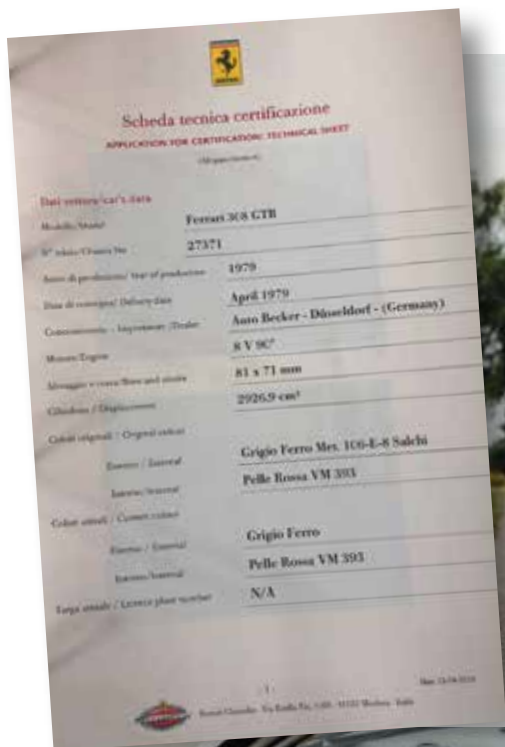
Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB - Ferrari's second V8-engined road car - marked a return to Pininfarina styling following the Bertone-designed 308 GT4 that had launched this highly successful series in 1973. Badged as a 'proper' Ferrari rather than a Dino, the 308GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted 3-litre quad-cam engine, which now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to a top speed of over 241km/h.

Produced initially with glassfibre bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977, while further developments included the introduction of an open-top GTS version with Targa-style removable roof; the adoption of Bosch K-Jetronic fuel injection (1980); and, finally, revised cylinder heads with four valves per cylinder (1982). An exhilarating driver's car and a Ferrari purist's delight, the 308 GTB and its many derivatives proved a huge commercial success for Maranello with over 12,000 sold.

Road & Track concluded its test thus: "Yes, the Ferrari 308 GTB offers a balanced blend of styling, performance, comfort, ride and handling few cars can match. But there's more to it than that. It's a blending of man and machine that makes the two fell and act as one. That's what makes the 308 GTB such a great car."

This beautiful matching-numbers example of Ferrari's first Pininfarina-styled V8 road car is a desirable European delivered example with a magnificent and unusual colour scheme.





The Ferrari was delivered new to Auto Becker in Düsseldorf, Germany and first registered on 10th August 1979, having left the factory finished in Grigio Ferro Metallizzato (Metallic Iron Grey) with Rossa (red) leather interior and equipped with the desirable air conditioning.

Highly original, having covered a believed-genuine 69,000 kilometres from new, this 308 has benefitted from a major recent service by official and well-known Ferrari dealer Eberlein. In fact, in view of its superb condition, this 308 belonged to the director of the Eberlein dealership. The 308 Dry Sump was bought by the current owner straight from Eberlein. Ferrari Classiche certified, the car comes with its original books and German registration documents.

€100,000 - 130,000
No Reserve



128

One of only 4 built

2009 MASERATI BELLAGIO FASTBACK SHOOTING BRAKE

Coachwork by Carrozzeria Touring Superleggera

Chassis no. ZAMFD39B000036271

- *Bespoke Shooting Brake ordered by former Ducati President, Dr Carlo Bonomi*
- *One of the most exclusive of modern Maseratis*
- *Striking 'Forest Green' metallic with contrasting gold coachlines*
- *Borrani Bimetal wheels*
- *Desirable ZF automatic gearbox*
- *A little over 42,000 kilometres recorded*



The tradition of independent coachbuilders creating shooting brakes or estate cars on luxurious sporting chassis goes back a long way. Examples of such conversions by Italian coachbuilders, however, are relatively rare. Which brings us to the stunning creation by Carrozzeria Touring Superleggera offered here.

One of the most famous names in Italian coachbuilding, Carrozzeria Touring was founded in Milan in 1926 and enjoyed 40 years of outstanding success before its demise in the mid-1960s. Revived in 2006 under new ownership as Carrozzeria Touring Superleggera Srl, the company specialises in 'low-volume bespoke motorcars and one-off commissions, each one uniquely crafted to the customer's specification'. For the Bellagio, Touring chose Maserati's Quattroporte saloon as the basis.

Maserati had introduced this all-new version of its long-running Quattroporte model in 2004 and in doing so came up with an outstandingly luxurious conveyance that nevertheless was aimed squarely at the enthusiastic owner-driver. A luxury saloon with the soul of a sports car, the new Quattroporte featured initially DuoSelect six-speed sequential manual transmission complete with Formula 1-style paddle gearshift. Displacing 4.2 litres, the Quattroporte's quad-cam V8 revved to 7,200 and produced 394bhp, a remarkably high specific output for a normally aspirated engine, particularly that of a luxuriously appointed four-seater saloon.

Unusually, Maserati chose not to limit the car's top speed, unlike the majority of its (mainly) German rivals; thus the Quattroporte was allowed to realise its full potential, achieving a maximum velocity of 275km/h with 100km/h attainable in 5.2 seconds.

By mounting the dry-sump engine aft of the front axle line, Maserati's engineers achieved a slight rearward weight bias, endowing the Quattroporte with sports car-like balance and communicative steering.

The first Maserati to be styled by Pininfarina for 50 years, the Quattroporte combined elegant Gran Turismo looks with a sumptuously equipped interior featuring Poltrona Frau leather upholstery, six airbags, Blaupunkt information centre, satellite navigation and a BOSE sound system. The first Bellagio completed made its public debut at Villa Erba during the 2008 Villa d'Este Concorso d'Eleganza.

Ordered new by Italian financier and former president of Ducati, Dr Carlo Bonomi, this Bellagio is one of only 4 such cars constructed, making it one of the most exclusive of modern Maseratis. Trimmed in light tan leather, the bespoke interior features fold-down rear seats with fore-and-aft adjustment; two 7" headrest monitors; dog barrier to the rear; a champagne refrigerator; and a concealed gun compartment capable of accommodating two pairs of shotguns.





This unique car also boasts taillights from the 2010 Quattroporte and eye-catching 19" Borrani Bimetal wheels, while the Forest Green metallic paintwork, with contrasting gold coachlines, is the perfect match for a vehicle intended for out-door pursuits. Whilst the first examples were delivered with the less-favoured DuoSelect transmission, the example offered here received the desirable and proper ZF automatic gearbox from new that later models of the Quattroporte-family would receive.

The car we offer was delivered new via Rosso Corsa in Milan at the end of 2008. It was purchased by the current owner in 2013 and subsequently moved to Switzerland, later to Germany, since when it has hardly been driven. Services were carried out by Rosso Corsa in 2011 at 28,850 kilometres; in Switzerland in 2013 at 34,271 kilometres; and in Switzerland in 2016 at 38,565 kilometres. The car comes with its original Maserati pouch including all books; 1 key, German Tuv document, its old Italian registration documents and Swiss registration documents with EU-taxes paid document.

While some enthusiasts will always chase the latest in high-performance hardware, no matter how impractical for everyday use, the more mature and discerning customer is increasingly looking to spend their money on something more practical but no less individual. The product of collaboration between two of the most famous names in Italian motoring history, the Bellagio is typical of this emerging trend. Its fortunate owner will doubtless be the envy of all those who set eyes on this truly exceptional car.

€150,000 - 200,000



129

2008 MERCEDES-BENZ SLR MCLAREN ROADSTER

Chassis no. WDD1994761M001821

- One of only 520 built
- Only 16,300 kilometres from new
- Beautiful 'Crystal Digenit Blue' colour scheme
- Homologated by Mercedes-Benz in Belgium
- EU taxes paid



"But take a look at the cabrio's specification and it's clear that the SLR's fundamentals lend themselves to a roofless application better than they did to the coupé. This is a car built for touring –albeit touring at beyond 320km/h, should the need arise. And the SLR's carbon tub offers the chance to lop the roof off and retain good amounts of torsional flexibility." – *Autocar*.

Their new supercar allows Mercedes-Benz and its Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300SLR predecessor of 1955, incorporates technological developments which are ahead of their time. The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, where each unit is the responsibility of one engineer who carries out the entire assembly process, it is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines to be found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. As *Car & Driver* observed: "This lends mind-boggling elasticity to the SLR, with passing performance that has to be felt to be appreciated."





Needless to say, the Mercedes-Benz SLR McLaren delivers performance figures which are among the best in its class, taking just 3.8 seconds to sprint from 0 to 100km/h, it passes the 200km/h mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h. The two-seater has a top speed of 334km/h.

A front-engined layout was chosen for the SLR in the interests of optimum weight distribution, handling dynamics and braking stability. The five-speed automatic transmission, already used in several high-performance Mercedes-Benz models, has been specially optimised for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.

Extending the long-term technological collaboration that Mercedes-Benz and McLaren have enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure is produced in the latter's all-new facility in Woking, England. Carbon fibre has been used for decades in the aeronautical industry and in the construction of Formula 1 cars, but is comparatively rare in series-produced road cars because of the expense involved in manufacturing composite structures by hand. Using several patented innovations, Mercedes-Benz and McLaren have been able to bring a measure of automation to the carbon fibre manufacturing process, enabling the material's benefits of low weight, exemplary rigidity and strength, corrosion resistance and significantly higher energy absorption in the event of an impact, to be offered in the SLR.

The Mercedes-Benz SLR McLaren was launched in South Africa and introduced for the 2005 model year priced at \$455,000 (approximately €373,000). A roadster variant was unveiled in September 2007. Boasting an ingenious electrically powered folding roof, the open version used the same engine and running gear as the coupé and turned in similar performance figures. A total of 2,157 examples would be built of which only 520 Roadsters before production ceased in 2009.

Delivered new to Japan, this SLR McLaren Roadster was imported into Europe in 2017 and homologated by Mercedes-Benz in Belgium. EU taxes paid, the car comes with a Belgian demande d'immatriculation and its original Japanese books (including the service book stamped on numerous occasions). Currently in the hands of only its second owner, the car is finished in beautiful 'Crystal Digenit Blue', a lovely shade of dark blue. A list of the options on this specific example is available. Only 16,309 kilometres have been covered from new and this gorgeous SLR is presented in commensurately excellent condition.

€270,000 - 350,000

No Reserve



130

The 1963 Paris Motor Show

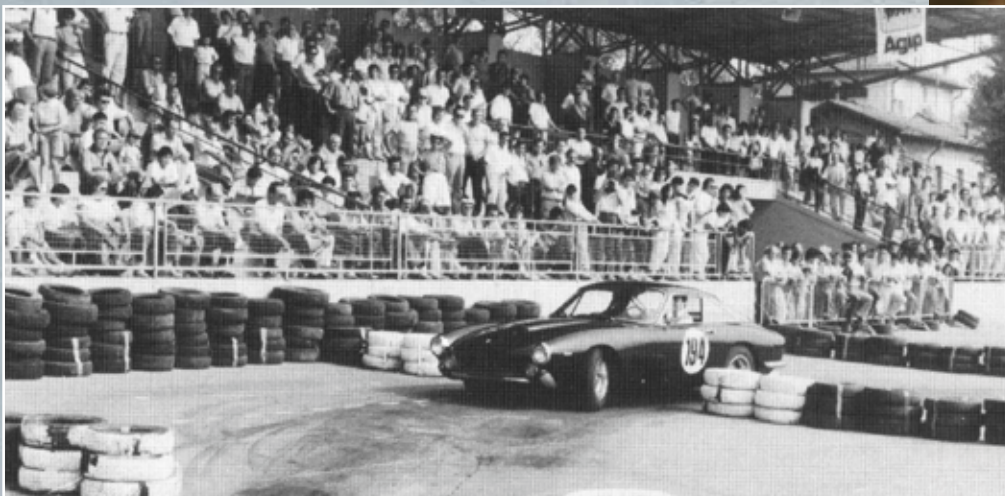
1963 FERRARI 250 GT/L 'LUSSO' BERLINETTA

Coachwork by Carrozzeria Pininfarina/Scaglietti

Chassis no. 5087GT

Engine no. 5087GT

- Marcel Massini report from 2022 on file
- Expertise by Alexis Delicourt from 2016 on file
- The 119th of a mere 350 produced
- Delivered new to French Ferrari distributor Franco-Britannic
- 28 years of private ownership in France
- Full matching numbers (chassis, engine, gearbox), factory build sheet on file
- Classiche certification in progress September 2022 by Ferrari Eberlein - Kassel
- Over €30,000 spent on a total engine rebuild in 2021



'5087GT' at the Fiorani race track, 1985







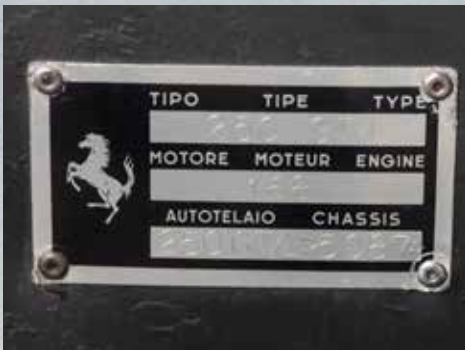
"This new luxury Berlinetta has been developed from the car which allowed so many gentlemen to enjoy sports car performance. It boasts those characteristics valued by enthusiasts while also possessing the comfort required by the ladies." – Ferrari's brochure for the 250 GT Lusso.

Arguably the most beautiful product ever to carry the Maranello marque's prancing horse emblem, the 250 GT Lusso debuted at the Paris Salon in October 1962. Styled by Pininfarina and built by Scaglietti, the Lusso (Luxury) combined racetrack looks with new standards of passenger comfort. Beautifully proportioned, it blended a low-slung nose, reminiscent of that of the SWB Berlinetta, with a sculpted Kamm tail by means of some of the most exquisite lines yet seen on an automobile. Slim pillars and wide expanses of glass not only enhanced the car's outward appearance but made for excellent visibility and a pleasantly light and airy interior. "The design of the body was at once elegant and exciting and no other road Ferrari before or since has earned the same degree of enduring admiration for its aesthetics," declared *Road & Track*.

After Pininfarina had completed the prototype Lusso, production was entrusted to Carrozzeria Scaglietti, a smaller concern that specialised in building low-volume models for Ferrari. In total, 350 (including one prototype each from Pininfarina and Scaglietti) would be completed over the next two years, with deliveries of the production model commencing early in 1963. "Its proportions approach perfection, and the execution is faultless," enthused *Car & Driver*. "It makes for Grand Touring in the grandest possible manner..."

The Lusso's immediate antecedent had been the 250 GT Berlinetta SWB. Introduced at the 1959 Paris Salon, the latter was a true dual-purpose car, arguably more capable than any Ferrari before or since of coping equally well with the conflicting demands of racetrack and highway. The 'SWB' (Short Wheel Base) designation arose from a chassis that, at 2,400mm, was 200mm shorter than that of the standard 250 GT. Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminium-alloy bodies while the Lusso road version came with a fully-trimmed interior and softer springing.





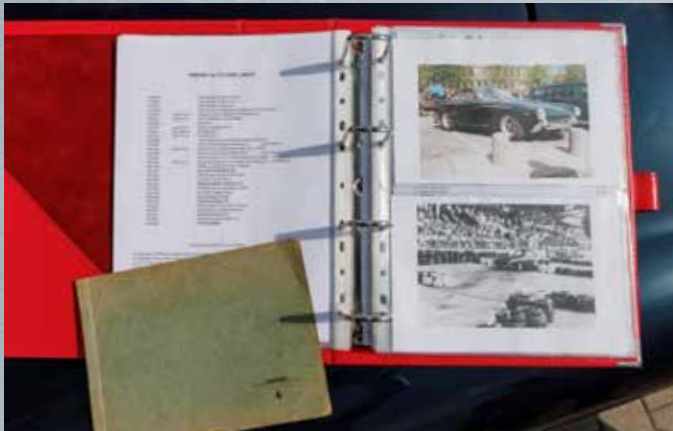
However, Ferrari's policy of building a single, dual-purpose race/road model did not survive long into the 1960s, the diverging requirements of the two markets necessitating greater specialisation in the form of the competition-only 250 GTO and the touring 250 GT Lusso. Built on a short-wheelbase chassis similar to that of the 250 GT SWB and 250 GTO, the Lusso was powered by Gioacchino Colombo's light and compact 3.0-litre V12.

Ferrari's first in-house power plant, the supremely versatile Colombo V12 had debuted in 1947 as a 1.5-litre unit and would enjoy a remarkably long production life, finally bowing out in 4.9-litre quad-cam form in 1988. Breathing through three twin-choke Weber carburettors, this all-aluminium, two-cam, Tipo 168 unit produced 240bhp at 7,500rpm as installed in the Lusso, giving it a top speed of 240km/h and a useful 0-160km/h acceleration time of 19.5 seconds. Power was transmitted to the road via a conventional four-speed gearbox, and the power train was housed in Ferrari's familiar steel spaceframe chassis with oval main tubes. Suspension was conventional for the time: independent at the front by means of 'A' arms and coil springs, with a semi-elliptically sprung live axle at the rear.

The result was not only one of the best looking Ferraris ever made, but also, courtesy of its competizione antecedents, one of the most rewarding to drive. "Driving a Ferrari smoothly is always easy; the Lusso is no exception," proclaimed *R&T*. "The gearshift moves like the proverbial stick in a bowl of whipped cream, and the smooth clutch combines with the 12-cylinder engine's buttery delivery of torque to make it nearly impossible... to stall the engine when moving off from rest." *R&T* found that the Lusso's steering was lighter than one would expect and remarked on its smooth, predictable, and forgiving handling. They were also much impressed by the powerful servo-assisted four-wheel disc brakes. An important milestone in the Maranello marque's history, the 250 GT Lusso was the last of the long-running 250 series that had done so much to cement Ferrari's commercial success, and a most fitting finale to this remarkable family of Ferrari road cars.

The Lusso we offer, chassis number '5087', is the 119th of the 350 units built. Completed on 27th September 1963, the car was displayed at the 50th Annual Paris Motor Show held at the Grand Palais. Originally finished in the unusual combination of Nero (Black) with Beige Scuro (dark beige) Connolly leather interior, the Lusso was sold by Franco-Britannic Autos Ltd to first owner Gaston Burger, a French industrialist resident in Reuil-Malmaison.





The Ferrari was registered on French plates as '5686 FA 75'. Burger kept the Lusso for only a couple of years before trading it back to FBA, who sold it to the second owner, a Mr Beaudoin, in May 1966. The accompanying Massini Report records several changes French registration into the 1980s; indeed, this Lusso has been resident in France for its entire life.

In 1993, '5087' was offered for sale at an auction in France where it was purchased by the last private owner. The Ferrari was in a very good state of conservation but required some work to improve its usability, which was carried between 1993 and 2006. It is worthwhile noting that this car has a totally original body, having never been in an accident. This point is very important because the front part is almost impossible to repair properly and many examples of the 250 GT Lusso have a more or less deformed front as a result. In 1997 the sills and wing entrances were changed because of corrosion. Since acquisition the Ferrari has been driven sparingly and kept in excellent condition in secure storage. It has been maintained by recognised specialists and exercised regularly, without ever being inactive for lengthy periods (details in the Massini Report).

Events participated in with the current owner include the Tour Auto Optic 2000 (1994, 1996, 2002); Rallye du Maroc Classique (1995); Coupe des Alpes (1996); VIII Tour España (2006); and the Chantilly Arts & Concours (2015).

In December 2021 all the mechanical parts were overhauled and the engine was the subject of a total restoration (costing more than €30,000) carried out by the great French specialist, Tissier. The car is now in 'close to new' condition. At time of cataloguing Ferrari Classiche certification was underway at Ferrari Eberlein in Kassel, Germany. The car comes with a substantial history file containing among other items, copies of the factory build sheets, the aforementioned Massini Report; various magazines reporting on its last sale; and numerous invoices from Charles Pozzi (Ferrari France).

A rare opportunity to acquire a model - seldom offered for sale - that is not only one of the most beautiful and exclusive Ferraris ever made, but also one of the most enjoyable to drive and own: the 250 GT Lusso.
€1,650,000 - 1,850,000





131

'Signal Orange' from new

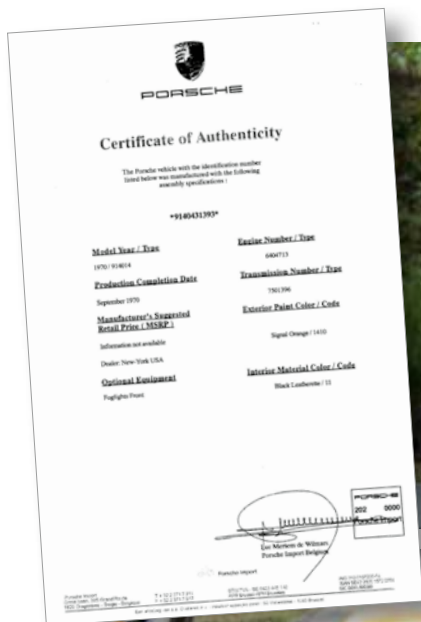
1971 PORSCHE 914/6

Chassis no. 9140431393

Engine no. 6404713

- Desirable 2.0-litre 6 cylinder version of the 914 model
- Full matching numbers chassis, engine, gearbox
- Restored with no expense spared
- Much-loved by the historic rally fraternity





“Top speed for this model is over 190km/h with 0-100 being accomplished in just under 10 seconds. In addition, the 6-cylinder version offers much more mid-range torque which makes it a more pleasurable package all round, particularly for driving conditions in the United States.” – Car & Driver, comparing the Porsche 914/6 to the four-cylinder 914.

Porsche’s strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabruck. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia, while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411 while the 914/6 was powered by the Porsche 911T’s 2.0-litre six, which was installed at the Zuffenhausen factory where the 914/6 was finished off. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox.

The 914’s reputation for perfect balance and excellent handling was somewhat marred by criticism that the four-cylinder version was too slow, though lack of speed was never a shortcoming of the 914/6. Porsche being Porsche there was, inevitably, a competition version of the 914/6 – the 914/6GT – a small batch of which was built in 1970. The GT’s engine was tuned for around 220bhp, while glassfibre panels and Plexiglas windows helped get the weight down, and dramatically flared arches accommodated wider wheels.

In addition, the factory offered a GT kit that could be ordered with a regular 914/6 to be installed by designated Porsche dealers. Now increasingly sought-after, the 914/6 was a relatively short-lived model with only 3,360 examples produced between 1970 and 1972.

A full matching numbers example (chassis, engine, and gearbox), this particular Porsche 914/6 was delivered new to New York, USA in March 1971 and soon went to California. A Porsche enthusiast, the current vendor bought the 914/6 in 2011 as an interesting restoration project. The body-off restoration commenced in 2012 and a detailed list of all works carried out is available together with a photographic record of the restoration process. The bodyshell was fully sandblasted, etc and it is worth noting that the car showed practically zero rust prior to restoration apart from the boot. The US-market reflectors were deleted in the course of the restoration, giving this car the more elegant appearance of the models delivered in Europe. The engine and original 5-speed manual gearbox likewise have been rebuilt, although no supporting invoices are available. The rebuild consumed some 1,800 man-hours (a lot for a relatively modest car like a 914) and the project ended up costing the owner close to €100,000!

Finished in the brilliant Signal Orange livery forever associated with the model, this beautifully restored example rolls on original Fuchs wheels and comes with Belgian registration documents and a Porsche certificate confirming its original and current specifications.

€80,000 - 120,000
No Reserve



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Believed the first 'Cabriolet Usine' built for the year 1964

1964 CITROËN DS19M DÉCAPOTABLE

Coachwork by Henri Chapron

Chassis no. 4407046

Engine no. 0163004542

Body no. 00.13.000.550

Chapron no. 8617

- Only 122 examples of the DS19M Décapotable built
- Lovely 'Blanc Carrare' colour scheme from new
- Delivered new in France
- Red to green LHM fluid conversion
- Owned for 17 years by the Dutch Citroën ID/DS Club Archivist
- Chapron Certificate



No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in top-of-the-range models until earlier this year. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. (Chapron's first convertibles had been produced independently of Citroën, but the factory eventually gave the project its blessing). Citroën's sanctioned Décapotables were built on the longer, stronger chassis of the ID Break (Estate) before being despatched to Chapron for completion.

Henri Chapron had started his career in the motor industry as an upholsterer's apprentice, working for various coachbuilders in the Paris area.

Chapron moved to larger premises in Levallois-Perret in 1923 and became the official builder of coach and convertible models for Delage and Delahaye, going on to body many of the most elegant French and European automobiles of the inter-war period.

The arrival of the Citroën DS in 1955 presented Chapron with a fresh opportunity that would result in his name being forever linked with this remarkable car. In total, 1,365 usine (factory) convertibles were made with either the DS19 or DS21 engine between 1960 and 1971, while Chapron built a further 389 of his own, the last in the mid-1970s.

This DS19M is presented in lovely Blanc Carrare with Burgundy leather interior, exactly how it was delivered new in France that year. According to the Dutch Citroën ID/DS Club Archivist (and previous owner of the car) it was the first 'Cabriolet Usine' built for the year 1964, arriving late in 1963 in the Chapron atelier. Moreover, it is one of only 122 Citroën DS19M Décapotable's built. #8617 left Chapron in February 1964 to be delivered to Citroën for commercialization. Notable special accessories (not from new) include additional fog lights; a Continental Edison FM radio; and Robergel enjoliveurs diamant (diamond hubcaps) said to have been fitted by the first owner. The latter is believed to be the wife of a Berliet concessionaire in the Dijon region.





Between 1978 and 1997 the DS belonged to a Mr Dusapin in Bougival, and was known to have had a number of other owners in the Bourgogne region subsequently. Since 2000 the car has resided in the Netherlands and in 2002 was bought by the Dutch Citroën ID/DS Club Archivist, Mr. Coenen, who has attended many Club events with this lovely original DS Cabriolet. He kept the car for some 17 years before passing it on to the current owner, another Dutch Citroën enthusiast and specialist mechanic.

This car is highly original and in correspondence is referred to as 'un-restored', although it should more accurately be regarded as sympathetically restored with regard to the interior, body, and paintwork. The engine, of course, has always been maintained and the hydraulic system changed from the less reliable red LHS to the green LHM fluid. Being a Citroën specialist, the current owner has looked after his car's mechanical maintenance and confirms it is in excellent running condition.

Registered in the Netherlands, this beautiful DS Décapotable comes with assorted correspondence; some period photographs; and the all-important Chapron file confirming its original specification.

€150,000 - 200,000



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One of only 10 left-hand drive examples

1962 ASTON MARTIN DB4 SERIES IV CABRIOLET

Coachwork by Touring Superleggera

Chassis no. DB4C/1069/L

Engine no. 370/943

- *Fully matching numbers: chassis, engine, gearbox*
- *Engine upgraded to Vantage-specification*
- *Desirable overdrive gearbox*
- *'Dubonnet Rosso' colour scheme from new*
- *An original factory hardtop (exceptionally rare)*
- *Modern power steering*
- *Major service by marque specialists Noble House*







Period photograph of the original hardtop as offered with the car





'The Aston Martin DB4 was perhaps the finest compromise which the David Brown-owned company ever achieved between exceptionally high-quality, exceptionally high-performance, exceptionally lavish finishing and yet properly contained overall size and weight – a great British product, benefiting from the styling input of Touring of Milan...' – *Motors*, 1965.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'.

Designed by Tadek Marek and already proven in racing, the DB4's new twin-cam six-cylinder engine displaced 3,670cc while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction.

The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.



| VEHICLE NAME: ROBERT S. SALANT, 10000 LANE, JACKSONVILLE, FLA., 32218 | | CRS No. 280/078/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------|----------------------------|-------------|-------------|------|------------------|------------|---------|-------------|-------------|-------------|-----------------|------|-------|----------|---------------|---------|----------------------|--------------|---------|----------------|---------|----------------|---------|----------|---------|----------------|---------|-------------|---------|-------|---------|----------|---------|-----------|---------|-------------------|---------|----------|---------|-------------|---------|----------|---------|--------------|---------|--------|---------|------|---------|---------------|---------|-----------|---------|---------|---------|
| GUARANTEE DEED: 26-7-62 | | REG. No. 100 280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DELIVERED: 26-7-62 | | GUARANTEE EXPIRES: 26-7-62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MILEAGE: 12617 | | WEIGHT: 26-7-62 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YEAR OF MANUFACTURE: 1962 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARTICULARS OF NON-STANDARD EQUIPMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <th>PARTICULARS</th> <th>DESCRIPTION</th> </tr> <tr> <td>TYPE</td> <td>ASTON MARTIN DB4</td> </tr> <tr> <td>ENGINE No.</td> <td>276/343</td> </tr> <tr> <td>CHASSIS No.</td> <td>486/276/343</td> </tr> <tr> <td>CARBURETTOR</td> <td>1918 3/4" No. 2</td> </tr> <tr> <td>WIND</td> <td>10142</td> </tr> <tr> <td>STEERING</td> <td>26/10/1118 48</td> </tr> <tr> <td>GEARBOX</td> <td>3-7743 1000 LSA 8OFF</td> </tr> <tr> <td>SPEEDO BEARS</td> <td>480/276</td> </tr> <tr> <td>REAR AXLE BOND</td> <td>480/276</td> </tr> <tr> <td>SHOCK ASSEMBLY</td> <td>480/276</td> </tr> <tr> <td>FOG LAMP</td> <td>480/276</td> </tr> <tr> <td>CRUISE CONTROL</td> <td>480/276</td> </tr> <tr> <td>SPEEDOMETER</td> <td>480/276</td> </tr> <tr> <td>WHEEL</td> <td>480/276</td> </tr> <tr> <td>HEADLAMP</td> <td>480/276</td> </tr> <tr> <td>ROOF TYPE</td> <td>480/276</td> </tr> <tr> <td>ROOF MANUFACTURER</td> <td>480/276</td> </tr> <tr> <td>ROOF No.</td> <td>480/276</td> </tr> <tr> <td>ROOF COLOUR</td> <td>480/276</td> </tr> <tr> <td>TRIMMING</td> <td>480/276</td> </tr> <tr> <td>SLIDING ROOF</td> <td>480/276</td> </tr> <tr> <td>WHEELS</td> <td>480/276</td> </tr> <tr> <td>HUBS</td> <td>480/276</td> </tr> <tr> <td>REAR AXLE No.</td> <td>480/276</td> </tr> <tr> <td>DRIVE No.</td> <td>480/276</td> </tr> <tr> <td>KEY No.</td> <td>480/276</td> </tr> </table> | | | PARTICULARS | DESCRIPTION | TYPE | ASTON MARTIN DB4 | ENGINE No. | 276/343 | CHASSIS No. | 486/276/343 | CARBURETTOR | 1918 3/4" No. 2 | WIND | 10142 | STEERING | 26/10/1118 48 | GEARBOX | 3-7743 1000 LSA 8OFF | SPEEDO BEARS | 480/276 | REAR AXLE BOND | 480/276 | SHOCK ASSEMBLY | 480/276 | FOG LAMP | 480/276 | CRUISE CONTROL | 480/276 | SPEEDOMETER | 480/276 | WHEEL | 480/276 | HEADLAMP | 480/276 | ROOF TYPE | 480/276 | ROOF MANUFACTURER | 480/276 | ROOF No. | 480/276 | ROOF COLOUR | 480/276 | TRIMMING | 480/276 | SLIDING ROOF | 480/276 | WHEELS | 480/276 | HUBS | 480/276 | REAR AXLE No. | 480/276 | DRIVE No. | 480/276 | KEY No. | 480/276 |
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| TYPE | ASTON MARTIN DB4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENGINE No. | 276/343 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHASSIS No. | 486/276/343 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CARBURETTOR | 1918 3/4" No. 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WIND | 10142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STEERING | 26/10/1118 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GEARBOX | 3-7743 1000 LSA 8OFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPEEDO BEARS | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REAR AXLE BOND | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SHOCK ASSEMBLY | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FOG LAMP | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CRUISE CONTROL | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPEEDOMETER | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WHEEL | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEADLAMP | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROOF TYPE | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROOF MANUFACTURER | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROOF No. | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROOF COLOUR | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRIMMING | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SLIDING ROOF | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WHEELS | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HUBS | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REAR AXLE No. | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRIVE No. | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KEY No. | 480/276 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Additional Owners:</p> <p>Mr. R. Moody</p> <p>10000 LANE, JACKSONVILLE, FLA.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first cars had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 had been made, before the 2nd series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the 3rd series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

The 4th series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (5th) series manufactured between September 1962 and June 1963 was built on a 3½" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. Including Vantage and convertible models, approximately 1,100 DB4s were produced between 1958 and 1963.

The DB4 was available only as a closed sports saloon until September 1961 when the convertible version was unveiled at that year's Motor Show. Priced at £4,449, it was £250 more expensive than the saloon. Passenger space was little changed, though there was more headroom than the saloon could offer.

Its accompanying copy guarantee form shows that this Aston Martin DB4 Convertible, 'DB4C/1069/L', was delivered in July 1962 via US agent J S Inskip and sold new to Robert S Salant of Long Island, New York, USA. The car left the Newport Pagnell factory finished in Dubonnet Rosso with fawn interior trim and was delivered with following items of non-standard equipment: overdrive, chrome wheels, driver's side wing mirror, block letter initials to the doors, and a 'GB' plate.

The Aston's second known owner was a Mr A P Moody of Chicago, Illinois, who kept the car from 1989 to 1999 when it was acquired by Mr Paul Faber of Luxembourg. When Mr Faber died, the car passed to his friend, the current vendor, who has not registered it in his name.









Beautifully finished in Dubonnet Rosso, a colour very popular with Aston Martin's customers, '1069/L' is a fully matching-numbers example: the chassis, engine, and gearbox are all original. The engine was upgraded to the more powerful Vantage specification early in the car's life, and that, coupled with the highly desirable overdrive gearbox and new modern power steering (by Aston Heritage), makes for a highly pleasurable driving experience. The car rolls on Borrani wire wheels and comes with an original and very rare factory hardtop.

Aston Martin specialists Noble House in the Netherlands have carried out a major service which included renewing all the brakes and fitting new tyres and a new fuel tank (invoice on file). All paperwork is up to date.

Combining Aston Martin's traditional virtues of style and performance with the joys of open-air motoring, the DB4 Cabriolet is most sought after and highly prized today. With the exception of the Zagato, the DB4 Cabriolet is the rarest Aston Martin road car of the David Brown era with a total of only 70 built, six less than the legendary DB4 GT, only 10 of which were left-hand drive like this gorgeous example.

€1,200,000 - 1,400,000



2014 MERCEDES-BENZ G-63 AMG 6X6

Chassis no. WDCYC7CF3EX211995

- One owner from new
- Ultra-rare, six-wheel drive, limited edition derivative
- One of the last Type 463 G-Wagens
- Extensive options list



“Produced on a limited basis – and at a price of £370,000 – the colossal double-cab pickup started life as an even more rugged military version of the G 320 CDI conceived and engineered for the Australian army and in operation since 2011. This plush, leather-lined civilian version of the off-road vehicle has been conceived to appeal to some of Mercedes-Benz’s most affluent clientele, and promises a vehicle without compromise...” – *Autocar*.

Introduced as long ago as 1979, the Mercedes-Benz G-Class ‘Geländewagen’ (cross-country vehicle) was the result of a joint venture with Steyr-Daimler-Puch of Austria, a firm with considerable experience in developing four-wheel-drive systems for off-road vehicles. Its purposeful appearance – fundamentally unchanged throughout its life – and engineering excellence has secured the G-Wagen cult status and earned it a reputation as one of the most coveted of classic 4x4s.

For 1991 a revised (Type 463) chassis was introduced, incorporating the very latest in off-road traction technology in the form of three electronically engaged differentials in addition to anti-lock brakes. There have been countless updates to the Type 463 since then and a host of special variants.

One of the final models released before production of the Type 463 ceased in 2018, the G-63 was powered by AMG’s 5.5-litre twin-turbocharged V8 engine developing 537bhp, which was delivered to the ground via AMG’s Speedshift Plus 7G-tronic automatic transmission. Boasting high ground clearance and long-travel suspension, the AMG G-63 offered greater off-road capability than most customers would ever need in an immensely stylish conveyance with not inconsiderable on-the-road presence. Like the entire model series, the G-63 AMG was produced in Graz, primarily in the factory’s hand-finishing section.

Hailed by *Autocar* as “the ultimate in go-anywhere civilian vehicles”, offered here is one of the rarest G-Wagen derivatives, the Mercedes-Benz AMG G-63 6x6, which, as its name suggests, features drive to all of its six wheels. According to Mercedes, it represents “the last word in forward-thrusting power for the beaten track”. The concept was initially developed for the Australian Army before emerging as a production model for the civilian market in 2013. The 6x6 features the G-63 AMG’s 5.5-litre twin-turbo V-8 engine, portal axles, a pickup version of the G-Class body, and a luxurious interior. In 2015, having sold more than 100 units, Mercedes-Benz stopped production of the G-63 6x6, supposedly to maintain its exclusivity.





Autocar's tester Greg Kable concluded his review thus: "The only thing I've driven that comes remotely close to the feeling I got while at the wheel of the G 63 AMG 6x6 is the Hummer H1. But while the former is incredibly nimble for something so vast and hugely powerful, the latter was stodgy and rather lethargic. You could argue long and hard about the merits or otherwise of the G 63 AMG 6x6 – surely the world's first road legal MUV (monster utility vehicle). However, one thing holds true: it is a fun thing to drive in the right conditions. But with a price tag more than three times that of the G 63 AMG, it is going to be a super-exclusive proposition for all but the mega-rich."

The Mercedes-Benz AMG G-63 6x6 we offer was sold new to the current vendor and has been kept in storage since acquisition. Factory options include (although are not limited to):

- Electric tilting/sliding sunroof
- Rear passenger compartment entertainment
- Surround sound system (Harman/Kardon Logic 7)
- Auxiliary heater
- 160 km/h speed limit
- Seat comfort package

The car will require its first service before it should return to the road. Possibly a once-in-a-lifetime opportunity to own one of these rare and super-exclusive luxury off-roaders.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€300,000 - 500,000
No Reserve



135

Desirable 'Bahama yellow', German delivery from new
**1967 PORSCHE 911 'S' 2.0-LITRE SWB
SOFT WINDOW TARGA**

Chassis no. 500325S
Engine no. 961640 (see text)

- One of an estimated 235 built
- Particularly desirable specification
- Lovely condition after professional restoration
- Porsche Kardex on file



"During a meeting with his staff, as they discussed how automakers appropriated racetrack names for car models, sales director Harald Wagner came up with the name 'Targa'." – Randy Leffingwell, *The Complete Book of Porsche 911*.

Two years after the original coupé's introduction, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in Sicily's Targa Florio - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot when not in use. For 1969 a fixed rear window replaced the original 'soft window' rear hood, and the ever-popular Targa would continue in this form well into the 21st Century, sharing countless mechanical and styling developments with its closed cousin along the way.

Built in 1967 on the original short wheelbase, the 911S Targa offered here is one of an estimated 235 built. For Porsche enthusiasts it has the most sought-after specification: early SWB with the 2.0 'S' engine; rare 'soft window'; desirable Bahama Yellow colour scheme; desirable green-dial dashboard; and the small Fuchs wheels (rare and expensive). The car was delivered with the optional radio antenna and fog lamps. Originally black leather, the interior is now trimmed in most-suitable Pepita.

Chassis number '500325S' was delivered new in April 1967 to its first owner via the Porsche dealer Glöckler in Frankfurt. The Porsche Kardex lists multiple services with Glöckler between 1967 and 1968, by which time this Targa had covered some 16,500 kilometres. Acquired as a restoration project, the car was treated to an extensive professional restoration a number of years ago including an overhaul of the mechanicals (photographs on file). The engine's magnesium crankcase was too far gone and economically beyond repair, we've been advised, so it was decided to rebuild the engine internals into a one-year-younger 2.0-litre 'S' aluminium crankcase of the identical type, 901/02.





The original engine number was stamped on the replacement crankcase, and the German owner confirmed to our vendor that apart from the crankcase the engines (internals) are identical.

In 2017 the German owner sold the car to the current vendor, a passionate Belgian Porsche collector. He has had the Weber carburetors renewed (invoice for €3,300 on file) and has had the pleasure of driving the car for some 700 kilometres, confirming that it performs well. Accompanying documentation includes the following:

Restoration photographs
Belgian registration documents and Contrôle Technique, valid until April 2025

Some minor invoices for parts
Porsche Auslieferbescheinigung (build sheet and old style Kardex confirming the car's original specification)
Photograph of the internal number confirming the car's identity
A Porsche pouch (new)

Owner's manual

€150,000 - 250,000

No Reserve



136

Mille Miglia eligible, offered with BMW Classic Master Expertise

1957 BMW 507 SERIES I ROADSTER

Chassis no. 70019

Engine no. 30429 - 40028

- One of only 34 rare Series I cars built of 254 produced in all including the Series 2
- Offered with factory hardtop
- Desirable Rudge wheels option and retaining its original interior
- Third in Class 2013 Pebble Beach Concours d'Elégance





During the 1950s, car designers on both sides of the Atlantic produced some of the all-time greats of automotive styling, none of them more classically beautiful than the sublime BMW 507. Indeed, a measure of the 507's iconic significance may be discerned from BMW's 're-introduction' of the model, after a gap of 40 years, in the form of the Z8 roadster. In an age when it has become de rigeur for heritage-conscious motor manufacturers to incorporate styling cues from landmark models into their latest offerings, few have ventured as far as BMW in paying homage to a recognised classic.

Transatlantic in inspiration - aimed at the United States market, styled by a New York-domiciled German ex-patriot and built in Germany - the 507 reflected North American taste yet was unmistakably European in origin. The 507 saga began in 1954, when Austrian-born entrepreneur Max Hoffman, at that time the US importer of various European makes, convinced BMW that if they built a sports car to rival Mercedes-Benz's successful 300 SL, he could sell sufficient in the 'States to make the project viable. Hoffman knew just the man to style the car too: German émigré Count Albrecht Graf von Goertz, an independent industrial designer who since his arrival in the USA in 1936 had worked for the legendary Raymond Loewy on the latter's trend-setting Studebakers.

Designer of everything from fountain pens to furniture, Goertz had never before styled an entire car, and post-507 would not work for BMW again until the 1980s.

The fundamental elements of BMW's proposed new sports car already existed in the 502 saloon, most notably its 3.2-litre, all-aluminium V8 engine, which was installed in a shortened chassis for the 507. Mechanical design was handled by BMW stalwarts Fritz Fiedler and Alex von Falkenhausen, with Goertz shuttling back and forth between the USA and Germany to oversee production of the full-size clay model. The robust nature of the 502-based chassis necessitated the use of aluminium for the 507's bodywork in the interest of weight saving, the finished car tipping the scales at around 1,280kg. With 150bhp on tap, performance was adequate if not stunning, production cars being capable of around 200km/h, with 100km/h coming up in 11 seconds. For relaxed cruising though, the 507 had few peers, its state-of-the-art V8 engine delivering ample torque over a wide rev range.

Although the prototype displayed at the 1955 Frankfurt Auto Show met with critical acclaim, the 507's reception at its New York debut two months earlier had been disappointing. BMW had missed Hoffman's \$5,000 price target by a wide margin, the 507's initial US selling price being set at \$9,000, more than double the cost of a Ford Thunderbird or Chevrolet Corvette.





In the UK, one could buy two Jaguar XK150s for the price of a single 507. Even Mercedes-Benz's 300 SL Coupé was cheaper, though the Stuttgart firm was sufficiently impressed (worried?) by the 507 to introduce a direct competitor in the form of the 300 SL Roadster.

Production proper of the 507 did not begin until 1956, the first series being built until June 1957 when the design was revised in detail. Improvements were mainly concentrated on the interior, which gained a deeper dashboard, a greater range of fore-and-aft seat adjustment, and a rear parcel shelf while today many collectors prefer the earlier dashboard layout. There was, almost inevitably, an increase in price that only served to place the 507 even further beyond the reach of ordinary mortals. For those who could afford style at any price however, BMW's svelte roadster was the car to be seen in; pop idol Elvis Presley, motorcycling and Formula 1 World Champion John Surtees, film stars Alain Delon and Ursula Andress, skiing champion Toni Sailer, Prince Rainer of Monaco, the King of Greece and the Aga Khan all being owners at one time or another. Nevertheless, such a limited clientele, however exclusive, could not sustain the 507 in production, which ceased in December 1959 after only 254 cars had been sold.

Glamorous and ultra-rare, this beautiful Series I example was built in March 1957 and delivered new to its first owner in Switzerland, their identity being unknown. This particular car is one of only 34 Series I models from a total of 254 units produced, and it was the second to get the 'stronger spring arm and brackets' that became standard subsequently. Also known as the 'Continental Version', the Series I is identified by a body-coloured panel behind the seats, which covers the area occupied by the fuel tank. This car comes with a rare factory hardtop and has the desirable Rudge wheels.

From 1963 to 2009 the BMW was owned by a Mr Pichler in Zurich (registered 'ZH-4166') and was fully restored between 2007 and 2009. In 2009 the car was sold to noted collector Lukas Hüni in Zurich, its registration changing to 'ZH-4133'. Mr Hüni had to have the body repainted out of necessity - he dislikes over restored cars and strives to keep all his as original as possible - but fortunately the original interior was still in good condition. The carpet had been replaced many years previously.

In 2013, Mr Hüni took '70019' to Pebble Beach where it finished 3rd in class, the only Series I entered. Later that some year the BMW was sold to Jaroslaw Pawluk and registered in the UK as '486 YUR'.

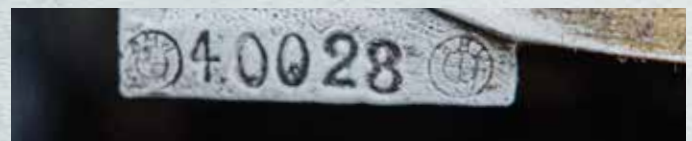




507 Series 1 'Chassis 70019' being judged at 2013 Pebble Beach Concours d'Elegance to finish 3rd in class



BMW Classic Master Expertise for chassis 70019



Separate Series 1 engine block as sold with the car by BMW Classic stamped '40028' as mentioned on their Expertise

BMW Group Classic, Munich purchased the 507 in 2016 and kept the car for a year before selling it to the current vendor in 2017. Running to 91 pages, the car's comprehensive BMW Classic Master Expertise is on file. The car also comes with a spare original Series I cylinder block supplied by BMW Classic at the time of purchase, as it is currently fitted as many 507s are with a fully rebuilt 503 block with all 507 ancillaries.

Presented in superb both cosmetic and mechanical condition, and eligible for the most prestigious concours events and rallies, including the Mille Miglia and the Tour Auto, '70019' represents a very rare opportunity to own one of these exclusive BMW sports cars – far rarer than a Mercedes-Benz 300 SL not to mention as a Series 1 – with classic German styling and reflecting the impressive sporting pedigree of the Bavarian marque.

€2,000,000 - 2,500,000





137 NMT

Only 16 kms from new

1990 CITROËN 2CV6 CLUB

Chassis no. VF7AZK00KA364392

- The most successful of all Citroën models
- One of the last examples produced
- Not used since delivery new in 1990
- Coated in original preservative wax, seats still wrapped in plastic
- Preserved in 'time warp' condition



"The most intelligent application of minimalism ever to succeed as a car." - LJK Setright on the Citroën 2CV.

Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1948 and would remain in production for an unprecedented 42 years. The 2CV (two horsepower) had been conceived in the late 1930s by Citroën's Vice-President Pierre Boulanger, who saw France's farming community, many of whom were still using the horse and cart, as an untapped market for such a vehicle. Combining innovative engineering and straightforward, utilitarian bodywork, the 2CV was cheap to both run and maintain. An important attribute, particularly given the target market, was its amazing ability to cross a freshly ploughed field, courtesy of long-travel front/rear interconnected suspension.

Although the original 375cc air-cooled flat-twin engine grew, eventually, to 602cc, the 2CV's performance remained modest at around 112km/h flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. The 2CV was built in civilian, military and commercial versions. It was a sad day for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years.

By the time production ceased in 1990 around 4 million 2CVs of all types had been made, making it the most successful Citroën of all time.

This remarkable 'time warp' 2CV was delivered new to Germany and is one of the last built. The car is one of two ordered for his sons by a gentleman who heard that the 2CV would cease production in 1990. However, when they were 18 years old his sons did not want to drive their 2CVs, preferring Golf GTIs! This example has only 16 kilometres recorded, its genuine mileage from new. Not run since 1990, it is still coated in preservative wax and the seats are still wrapped in plastic. This unique 2CV was bought by the current owner, a Dutch Citroën collector, about 10 years ago. The car comes with German registration documents.

Please note that as this car has less than 6,000 kilometres recorded on the odometer, it is considered to be a New Means of Transport under EU law and will incur a VAT liability if sold to an EU country other than Germany. The current Belgian VAT rate of 21% will be applied on the invoice total

€30,000 - 40,000

No Reserve



138

Believed 1 of only 5 assembled In Brussels by Citroën Belgium

1964 CITROËN 2CV 'SAHARA' AZ 4X4

Chassis no. 1100111

Engine nos. 05300052 and 05300065

- Rare 2CV 4x4 variant
- Rare Belgian-built example
- Offered for restoration



Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favoured car of the environmentally concerned motorist. Although the original 375cc air-cooled flat-twin engine grew eventually to 602cc, the 2CV's performance remained relatively modest at around 110km/h flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. It was a sad day for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years.

One of the more unusual of the many 2CV variants, and certainly among the most collectible today, is the four-wheel drive 'Sahara' which, unusually, used a second engine to drive the rear wheels. This ingenious means of providing all-wheel drive had already been tried by some Citroën dealers, and by the end of the 1950s the factory had decided to produce its official version, which was intended mainly for use in the rough desert terrain of France's North African colonies. The first prototypes were shown to the motoring press in 1958, with production proper commencing in December 1960.

As well as the additional engine, the Sahara featured a special chassis, reinforced suspension, wider wheel rims, twin fuel tanks (beneath the front seats) and countless other modifications to enable the car to cope with difficult terrain and climate. In 1962, following Algeria's independence, Citroën dropped the 'Sahara' name and the car became the '2CV 4x4'. It is estimated that approximately 700 of both designations were built.

The delightful Citroën 2CV 'Sahara' offered here is one of the very few built in Belgium and is believed to have been delivered new in that country. The car's early history is not known; however, it was in Spain between 2008 and 2011 before moving to the UK where it was registered in 2013. In need of restoration, the car does not start or run and thus is sold strictly as viewed.

These twin-engined 2CVs rarely come to the market. This charming example is offered with an instruction manual and parts catalogue (in German); a workshop manual and booklet (in Spanish); old Spanish registration papers; and a UK V5C Registration Certificate.

€70,000 - 90,000

No Reserve



Under 10,000 miles from new

1954 MG MIDGET TF ROADSTER

Chassis no. TF2280

Engine no. XPAG/TF/32015

- Offered directly from private ownership since 2012
- Outstandingly original
- Exceptionally well-documented
- Possibly a unique opportunity to purchase a 'nearly new' 1950s motor car



A charming letter in this car's history file tells the story of a young professional couple (then in their 30s), driving up to New York in 1954 from Philadelphia at the invitation of J S Inskip, the well-known distributor of British automobiles. They arrived in their MG TD to test drive the new MG TF model. Instantly falling in love with the new MG, they traded in their TD and purchased the TF on the spot.

The car was only driven during temperate months until they moved to California in 1961. It was always used as a third car, the occasional 'weekend driver', in California and also in Arizona for a brief period in the late 1970s. When the couple was in their late 90s and the husband's health had deteriorated, they sadly had to say goodbye to their loved and cherished MG after 57 years of ownership.

A good family friend and well-respected collector of fine and rare classic cars was given the task to find a new home for their MG. On file is a copy of the advertisement placed by the family friend/agent. This advertisement 'tells the story of a car that was completely loved,' continuing: 'the car really is in great condition. Never stored for long periods of time, it's been hand detailed all its life. The matching numbers engine fires right up without any smoke or hesitation. Idling consistently, it pulls through each of the gears strongly and smoothly and has excellent compression. The ride quality is excellent.'

The MG was sold to a British collector who in turn agreed never to register this superb car but to keep it as original as possible for as long as it is in his care. To this end the car was carefully dismantled then cleaned and detailed before being reassembled. This task was akin to that of restoring a Grade 1 listed building and has taken nearly two years. It was decided out of necessity to change the original cross ply tyres; although the tread was fine the side walls had cracked due to age.

As can be seen, the body panels are in amazing condition while the underside is as good as the top; virtually no rust was found anywhere. All panels are original, as is the chassis, which still bears its correct car number stamps. The original ash frame is likewise superb (the wooden floors were only changed for cosmetic reasons). None of the ash frame was touched and it still bears its factory body stamp. Photographs of all the aforementioned features are on file. The body tub remains totally original and the doors fit and shut as new, with no play anywhere.

A new correct wiring loom was installed (most of the plastic sleeves had cracked in the constantly dry Californian climate) together with a new battery and leads complete with a cut-off switch. A new fuel pump of correct make and style was installed together with new fuel pipes for safety reasons.

The US-style weather equipment was changed to a new British-style mohair hood, and the hood and side screen frames were stripped bare and repainted the original colour. Its original owner had them changed to red to match the interior trim (along with the brake drums), these being the only known deviations from factory colours (see original photographs on file together with a seven-page report). The side screens require re-assembly, while new mohair screens and all original parts to finish them come with the car.

A letter on file dated 17th July 2010 from the UK MG Car Club 'T' Register states: 'if this is indeed TF2280 then this is remarkably original. According to my records, TF2280 was built on 7th January 1954, it has only had one owner from new, and by March 2010 it has only recorded a mileage of 9,000 miles.' This outstandingly original MG TF comes with a most substantial and fascinating history file, which prospective purchasers are urged to examine.

€40,000 - 50,000

No Reserve



140

1992 LANCIA DELTA HF INTEGRALE EVOLUZIONE

Chassis no. ZLA831AB000554788

- *Forming part of an exclusive German private collection since 2018*
- *More than €30,900 spent on maintenance since 2018*
- *Fewer than 60,000 kilometres recorded*
- *One of the most exciting road cars of its generation*



Badged as the Delta HF 4WD on its introduction in 1986, this model retained the Volumex blower initially before switching to a straightforward turbo when transformed into the Integrale for 1987. The latter would prove a supremely capable rally car, winning the World Championship in both 1987 and 1988, yet in road trim remained a thoroughly practical family hatchback. Integrale performance was boosted further by the introduction of a 16-valve cylinder head for the 2-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to 220km/h.

Homologated to maintain the works rally team's competitive edge, the first Evoluzione models were manufactured towards the end of 1991, incorporating wider front and rear track, appropriately altered bodywork and an engine re-mapped to produce 210bhp among many other detail improvements. By the time the works team was disbanded at the end of 1992, the Integrale had added a further four World Rally Championships to its palmarès.

Finished in black metallic with green Alcantara interior, this Evoluzione has fewer than 60,000 kilometres showing on the odometer.

Registered in Germany, the Integrale was imported from Japan in 2016 at 55,300 kilometres and has formed part of the vendor's exclusive private collection since 2018. Upon purchase, the vendor commissioned a thorough service that included an overhaul of the braking system; a new exhaust system (from the exhaust manifold onwards); a comprehensive dismantling, checking, and aligning of the front and rear axles, suspension and running gear; new timing and fan belts (including new pulleys); a new set of Continental tyres, etc.

Related invoices (including those for parts, etc) amount to €27,620, while a more recent service, including the installation of a new radiator in September 2020, cost over €3,290; so a total of more than €30,900 has been spent on this wonderful Delta Evoluzione since 2018! The accompanying independent specialist's report rates the car's condition as overall very good (2+) and the car also comes with German registration documents and copies of the aforementioned invoices (perusal strongly recommended).

These exciting road-going versions of the World Rally Championship-winning Lancia Delta Integrale Evoluzione are very much sought after, and this example would make a fine addition to any collection.

€75,000 - 100,000
No Reserve



141

One of only 69 'flat floor' roadsters delivered new to France

**1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE
'FLAT FLOOR' ROADSTER**

Chassis no. 875889
Engine no. R2327-8

- One of the very few sold new in Monaco
- Formerly owned by racing driver Pierre de Siebenthal
- Matching numbers chassis and engine
- Present ownership since 2006
- Extensively restored in 2014





Introduced in 3.8-litre specification at the Geneva Salon in March 1961, the E-Type caused a sensation when it appeared, with instantly classic lines and a 241km/h top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 227kg less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers, though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-type was 'the most beautiful car ever made'.

But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962, which, for many enthusiasts, remain the most desirable.

An original left-hand drive model, this Series 1 'flat floor' roadster was sold new in January 1962 through French Jaguar importer Delecroix in Paris and Jaguar dealer David Lacroix in Monaco to Madame Simon, owner of the hotel 'Le Continental'. Chassis number '875889' is one of only 69 'flat floor' E-Type roadsters delivered new to France according to Philip Porter's reference book. Originally cream over a dark blue interior with a blue soft-top, the Jaguar Heritage Certificate further lists that '875889' was delivered with body no. R 2136 and gearbox number EB 1190 JS. In 1983 the E-Type was sold in Lausanne, Switzerland to the racing driver, Pierre de Siebenthal, known for racing with Jaguar, Ferrari, Porsche and Lotus in the early 1960s. The car was sold to the last owner in France in 2006. Extensively restored in 2014 in the stunning colour combination of Opalescent Dark Blue with beige leather interior, the car retains its matching numbers engine as confirmed by the accompanying Jaguar Heritage Certificate.

€200,000 - 250,000



142

Ex-Albert Uderzo

1959 CADILLAC SERIES 62 DE VILLE CONVERTIBLE

Chassis no. 59FO11939

- *Prestigious ownership*
- *Beautifully restored by Carrosserie Lecoq*
- *Present ownership since 2012*
- *Most Exciting Design award 'Zoute Concours d'Elégance 2021'*





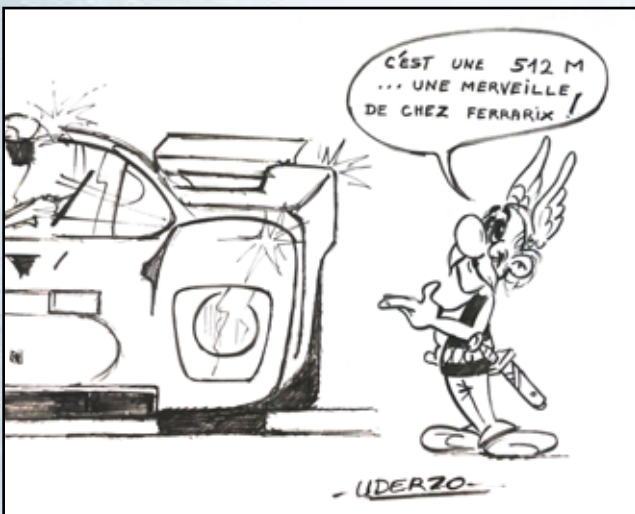
“No single automotive design better characterises the industry’s late 1950s flamboyance than the 1959 Cadillac, which incorporated totally new styling.” – Standard Catalogue of Cadillac, Ed. James T Lenzke. Representing the zenith of Cadillac’s outrageous ‘tail fins’ era, this stunning 1959 Series 62 De Ville Convertible formerly belonged to the famous French cartoonist Albert Uderzo, illustrator of the immensely popular ‘Asterix the Gaul’ cartoon series. Recognised as one of the 20th Century’s greatest cartoonists, Uderzo and his collaborator René Goscinny launched Asterix in 1959 in the comic magazine Pilote. That launch date is significant, for Uderzo was looking for a car from the same year as Asterix’s debut when he found this Cadillac Convertible.

An automobile enthusiast possessing an extensive mainly Ferrari collection for both road and track, Uderzo bought the car on 27th January 1988 from a Belgian dealer for the sum of 585,000 Belgian francs (copy bill of sale on file). Some four years later, Uderzo commissioned the renowned Carrosserie Lecoq to undertake an extensive restoration assisted by American-car specialist Bernard Afchain. The restoration ended up costing Uderzo more than 440,000 francs, a colossal sum at the time. He later immortalised the Cadillac as a sculpture.



Albert Uderzo with the Cadillac at a party he hosted at his home.





The current vendor acquired Uderzo's Cadillac at a French auction in 2017, the seller having purchased it directly from Uderzo, since when it has been regularly serviced and kept in very nice condition.

Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, the firm's superior precision manufacturing technology soon establishing it as the foremost builder of quality cars in the USA. Cadillac was among the pioneers of the V8 engine, and introduced the first synchromesh gearbox on its 1929 range. Always innovators in automobile technology, the company continues to produce cars recognised everywhere as symbols of wealth and prestige.

A new X-braced chassis frame had enabled the 1957 Cadillacs to feature longer, lower bodies - 13 styles in total - all of which sported dual rear lights and tail fins larger than before. General Motors' chief stylist Harley Earl had introduced tail fins on the 1948 Cadillacs, and the device would reach its ultimate expression in 1959 before fading away. Automatic transmission, power steering and power-assisted brakes would continue to be standard on all models.





After the big mechanical changes for '57, Cadillac confined itself to facelifts the following year before stunning the world with its '59 range. Quite apart from its outlandish styling, as controversial today as it was back then, the '59 line-up marked the introduction of a new 390ci (6.4-litre) 325bhp V8 engine. Now widely recognised as one of Cadillac's best, the new power plant was almost completely overshadowed by the coachwork it propelled; with their pillar-less profile, huge tail fins, glitzy chrome, colour-matched interiors and 'jukebox' dashboards, the 1959 Cadillacs are peerless icons of a bygone age and today are among the most highly prized of all post-war American automobiles.

Finished in sky blue with contrasting red interior, this glorious monument to automotive excess is offered with copies of the following: numerous sundry invoices including those for restoration, a copy of the French Carte Grise in Uderzo's name, and a colour photograph of him with the car at a party he hosted at his home.

€140,000 - 170,000



143

One of only 7 left-hand drive DB4s in all with the GT engine

**1962 ASTON MARTIN DB4 SERIES IV
SPECIAL SERIES GT-ENGINED COUPÉ**

Chassis no. DB4/886/L
Engine no. 370/0209GT

- *Aston Martin Works Assured Provenance 'Gold' certification*
- *One of the rarest of the marque; extensively restored and beautifully presented*
- *Full inspection by Aston Martin Works in 2016 with extensive work carried out*
- *Well documented with numerous invoices and documents on file*
- *Full matching numbers*





The competition potential of Aston Martin's new DB4 had been recognised from the outset, and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype ('DP/199') driven by Stirling Moss won its first race at Silverstone. Extensive modifications to the standard car took 5" (127mm) out of the wheelbase, and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car's weight by around 200lb (91kg).

The GT used a tuned engine which, equipped with a twin-plug cylinder head and triple Weber 45DCOE carburettors, produced a claimed 302bhp at 6,000rpm, a useful increase over the standard car's claimed 240bhp. Maximum speed, of course, depended on overall gearing, but 250km/h was achieved during testing with a 0-100km/h time of 6.2 seconds recorded. The DB4 was also one of the first cars to go from standstill to 160km/h and then brake to a dead stop on under 20 seconds, a tribute, in part, to its up-rated Girling brakes as used on Aston Martin's competition sports racers of the era.

While several customers liked the idea of the GT engine, not all were so keen on the DB4GT's Spartan, competition orientated and less roomy interior, preferring the civility of the standard model. To accommodate these select few clients, Aston Martin was happy to supply the DB4 with the GT engine. The first three such examples were completed in 1961 during production of the 'Series 3' DB4, followed by a further five in 'Series 4' and six in 'Series 5' plus one convertible, making 15 cars in total (source: AMOC Register).

This matching-numbers car, left-hand drive chassis 'DB4/886/L', is one of the five 'Series 4' saloons delivered with the twin-plug GT engine installed, three of which were left-hand drive, and is thus one of the rarest of all DB4 variants. The car was delivered new in 1962 via US importers J S Inskip first owner Henry Dingley Jr of Auburn, Maine, a motor sports enthusiast known to have raced Alfa Romeo and a Lotus XI. The DB4 was ordered with the desirable GT-type dashboard, overdrive gearbox, oil temperature gauge, brake servo, chrome wheels, and a Bray block heater as well as the GT engine. The Aston's immediate history thereafter is not known, but by January 1985 it was in the ownership of Thomas Clark of Mechanicsburg, Pennsylvania.





'886/L' next passed to S A Taylor in the USA and in 1992 was acquired by Philip Cowan of Guernsey, Channel Islands. Later that same year the car was sold to Mr Rolf Annecke of Neuenkirchen, Germany.

During the years of Mr Annecke's ownership the car was completely restored (body, mechanicals, engine, transmission, suspension, brakes, electrics, etc) including a bare metal re-spray in Deep Carriage Green (an original Aston Martin colour). The extensive engine overhaul and tune up was carried out by Roos Engineering of Safenwil, Switzerland, while the interior was completely refurbished using correct original materials: Connolly leather, Wilton carpeting, etc.

In 2014 Mr Annecke offered the DB4 for sale. At that time approximately 1,000 miles had been covered since the rebuild's completion in 2005, the odometer reading at time of sale being 48,000 miles. Some 500 miles previously the old original Dunlop wire wheels had been exchanged for new 16" Borrani-style wheels shod with new Dunlop racing tyres. Most aspects of the restoration are documented by bills and photographs on file.





In early 2014 Mr Annecke sold the DB4 to the consignor, a connoisseur marque enthusiast based in Belgium. Determined to return the Aston to concours-standard original specification, he commissioned Carrosserie Philip Vilain in Brussels to start work in the summer of 2014. Vilain's brief was to completely restore the coachwork and chrome, and so the body was stripped back to bare metal and repainted in its original black livery, the entire process being documented by numerous photographs on file.

The factory's Aston Martin Works division was approached in 2015 to carry out a thorough evaluation of '886/L'. They made several recommendations, resulting in further refurbishment that included installing a new radiator, steering wheel, front/rear windscreens, headlights, and accelerator pedal. At the same time the interior was correctly re-trimmed in red leather with Wilton woollen carpets and a correct headlining. Related invoices on file total over £78,000 (approximately €90,500). Aston Martin Works issued a Gold Certification book in September 2016, confirming '886/L' to be a fully matching-numbers car retaining its original GT engine.

Additional paperwork includes a factory production record; a former bill of sale and registration document; a BMIHT Certificate; and the aforementioned restoration records. The car is UK registered and comes to the sale with EU duties paid.

To call the GT-engined DB4 a 'factory hotrod' may not be entirely appropriate, but there can be no denying that its unique combination of high performance and 'gentlemen's club' refinement, not to mention a decent sized boot, makes it particularly appealing. Rarer but in the same top league as many a more expensive motor car from Maranello it represents a very refined choice for the discerning collector. As such it is nevertheless the ideal companion for use on long-distance tours and rallies and would surely be a welcome participant at any prestigious concours d'élégance event.

€1,200,000 - 1,600,000



144

One of a mere 1,232 factory hand built convertibles

1970 MERCEDES-BENZ 280 SE 3.5 CABRIOLET

Chassis no. 111027.12.001081

- *Striking original colour combination*
- *Automatic transmission*
- *Elegant V8-powered five-seater open-top cruising*
- *Factory air conditioning and power windows*





"If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one." – *Car & Driver* on the Mercedes-Benz 280SE 3.5.

The fact that the esteemed American motoring magazine felt compelled to remark on the 280 SE's price is understandable when one considers that at \$13,500 in 1970 it was not only \$3,500 more than that of the equivalent Mercedes-Benz sedan but also more than double that of a Cadillac Deville Coupé!

The 3.5-litre version of the 280 SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s, when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Thus the ultra-luxurious 280 SE Coupé/Cabriolet and 300 SEL saloon were the models chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in September 1969.

An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition.

The new V8 engine had particularly smooth running characteristics and endowed the 280 SEs with performance superior to that of many out-and-out sports cars. Thus equipped, the Coupé/Cabriolet was good for 200km/h with 100km/h reachable in 9.6 seconds, a substantial improvement on the six-cylinder version's figures. As befitted top-of-the-range luxury models, the 280 SE 3.5 Coupé and Cabriolet came equipped with automatic transmission, air conditioning, power windows, and a stereo radio as standard.

Although the equivalent SEL saloon used the 'New Generation' bodysell, the 280 SE Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220 SE.





Nevertheless, there had been some refinements made: the radiator shell was lower and wider, with a correspondingly flatter front end to the bonnet, a characteristic that has led to enthusiasts referring to these face-lifted cars as 'Flachkühler or flat radiator' models, while the bumpers were now fitted with rubber strips. Significantly, the 280 SE 3.5 was to be the final model featuring this long-established and much admired body style. It was truly Mercedes-Benz's flagship model, representing status, luxury and reliability. The company's last hand built convertible, these last-of-the-line classics are highly sought after by today's discerning Mercedes-Benz collectors.

One of only 1,232 Cabriolets produced, this automatic transmission Mercedes-Benz 280 SE 3.5 features a Becker Mexico radio, air conditioning, and power windows. The car was sold new to the United States and later exported to The Netherlands where it has been maintained in excellent condition. Subsequently, the Mercedes was sold to a Belgian car collector from Antwerp. We are advised by the current private vendor that there are no leaks and that the exhaust was replaced recently. The car drives very well and recently participated in several rallies, including one in Tuscany, Italy. One need hardly mention that it has proven very reliable. Offered with an illustrated valuation report from 2021, the car is matching numbers and its very striking colour combination is original.

€260,000 - 350,000





145

Delivered new to Switzerland

1966 FERRARI 330 GT 2+2 SERIES 2 COUPÉ

Coachwork by Pininfarina

Chassis no. 8505

Engine no. 9059 - 8505

- *Desirable Series 2 'single headlight' example*
- *One of only 455 built*
- *Highly original example*
- *Known ownership history*
- *€17,000 spent with recognised specialists in 2017*
- *Original matching numbers engine block '8505' offered with this lot*
- *Marcel Massini report on file*



"Coming out of corners the combined action of the ZF limited-slip differential and the ample contact area of the tyres allows you to accelerate much earlier and with more gusto, and this without affecting the chosen line through the bend. Because of this, the 330 GT is blessed with exceptional speed on twisty roads and on coming out of corners it leaps forward like a rocket, leaving behind two thick black tyre marks." – *Sporting Motorist*, 1964

By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250 GTE 2+2 - was based on the highly successful 250 GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and Italy's foremost carrozzeria succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats. The 250 GTE provided the basis for its replacement: the 330 GT 2+2 introduced in January 1964.

Pininfarina was once again entrusted with the styling, adopting of a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330 GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear. Nevertheless, and as may be deduced from *Sporting Motorist's* comments above, Ferrari had not lost sight of the requirement to offer the ultimate driving experience, despite the increase in bulk necessitated by the 330 GT's additional accommodation.

The 330 GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250 GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330 GT to a maximum velocity of 245km/h making it, when introduced, the fastest road-going Ferrari.





Equipped at first with a four-speeds-plus-overdrive gearbox, the 330 GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, these later cars being known as the 'Series 2'. By the time production ceased in 1967, Ferrari had built 1,080 330 GTs, of which 455 were to 'Series 2' specification.

Delivered new to Switzerland in Argento over Rosso Connolly leather interior, this desirable single headlight 'Series 2' is presented 'dans son jus' but clearly well-maintained throughout the years with a lovely interior and shod with beautiful original Campagnolo wheels, not the optional Borrani. The previous owner purchased the Ferrari in 2003 and brought it to Belgium where it has resided ever since. An identical type, the engine currently fitted is number '9059', the desirable and rare 2nd series 330 Tipo 209 engine, indeed. It is believed the engine has been in the car for over 20 years, and was installed while the car was still residing in Switzerland. It should be noted nevertheless that the original matching numbers engine block '8505' has recently been reunited with the car and is included in this lot.

The Ferrari was delivered new to Italauto SA in Lausanne, Switzerland and first owned by Mr Pierre Busy. '8505' was next owned, from 1974, by a Basel-based architect, followed by Fritz S Kern of Arlesheim, Switzerland (from circa 1980). In 1991 the car was sold to Ernst Scheidegger in Brunnen, Switzerland, and when offered for sale in 1993 was said not to have been used for the last 12 years and remaining in highly original condition. In 1994, the Ferrari was sold to Mr Stüssi, another architect in Switzerland. When the previous owner bought the car in 2003, the odometer reading was a believed genuine 46,000 kilometres. (The current reading is circa 58,200 kilometres.)

Representing a wonderful opportunity to acquire a highly original example of this landmark Ferrari Gran Turismo, the car is offered with Belgian registration documents; an owner's manual; sales brochure; copy of old Swiss title; Massini Report; ownership notes; and invoices for work carried out in 2017 by recognised specialists in Belgium for a total of €17,000. And more importantly, its original matching numbers engine block is included in the sale.

€220,000 - 280,000
No Reserve



146 Ω

76 km recorded from new

2011 MERCEDES-BENZ SLS AMG COUPÉ

Chassis no. WMX1973771A003875

- One owner from new
- Stored since acquisition
- Classic colour combination



“For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer’s dream Mercedes.” - Mercedes-AMG GmbH.

AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes’ standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motorsports, entertainment, sport, and business communities being counted among aficionados.

With the introduction of the Mercedes-Benz SLS AMG in 2010, the Affalterbach-based firm took a significant step forward. First seen at the 2009 Frankfurt Motor Show and acknowledged as a tribute to the legendary 300 SL ‘Gullwing’ coupé of the 1950s – arguably the world’s first supercar – the Mercedes-Benz SLS AMG was notable as the first car to be designed in-house by AMG.

A collectors’ item from the day it was announced, the newcomer featured ‘Gullwing’ doors like its illustrious predecessor and succeeded the Mercedes-Benz SLR McLaren at the top of the German manufacturer’s range. Styled by Mercedes-Benz’s Mark Fetherston, the SLS AMG received numerous prestigious design awards, and is the only automobile ever to have won the (gold) Design Award of the Federal Republic of Germany. An open roadster version was introduced for 2011.





Boasting a chassis/body of mainly aluminium construction, the SLS (Sport Licht Super) was powered by a 6.2-litre V8 engine producing 563bhp initially (572bhp in the car offered here) - the most powerful normally aspirated production car engine of its day - while the seven-speed dual-clutch automatic transmission was similarly state-of-the-art. A rear wing, extendable at high speeds, kept the SLS stable at its near-200mph maximum, while its low weight (3,573lbs) helped the car lap the Mercedes-Benz test track quicker than its SLR McLaren predecessor.

Not surprisingly, given its pedigree, the SLS AMG proved very popular with racing drivers, Formula 1 World Champion Lewis Hamilton among them, while the list of celebrity owners includes Eddie Murphy, Arnold Schwarzenegger, Al Pacino, Roger Federer, Sylvester Stallone, and Tom Hanks. Several limited-edition versions were introduced, including a GT3 racer, leading up to the SLS AMG GT Final Edition of 2014. Mercedes-AMG CEO Tobias Moers has said that there are no plans for a successor, so for the time being the SLS AMG remains the ultimate expression of the noble 'Gullwing' tradition.

This example was ordered new by the current vendor and has covered 76 km at the time of cataloguing. Stored since acquisition, this collectible modern Mercedes will require servicing before returning to the road.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€140,000 - 220,000
No Reserve



147

Delivered new to Walter Wolf

1985 FERRARI 288 GTO

Chassis no. ZFFPA16B000054783

Engine no. 00103

Gearbox no. 100

- *One of an estimated 272 built*
- *Fully matching numbers (chassis, engine, gearbox, differential)*
- *Known ownership history and only 25,600 km from new*
- *Stamped service book on file*
- *Ferrari Classiche certified*





The original, immortal 250 GTO had been developed for the FIA GT Championship, duly taking the manufacturer's title for Ferrari in 1962, 1963 and 1964; clearly, any revival of the 'GTO' name could only be permitted for a very special car indeed. Enter the 288 GTO. Like its illustrious forebear, the 288 GTO (the initials stand for Gran Turismo Omologato) was conceived as a limited-edition model, just 200 units being planned to meet the then-existing Group B homologation requirements for international sports car racing. Styled by Pininfarina's Leonardo Fioravanti, creator of the awe-inspiring Ferrari 365 GTB/4 'Daytona', the 288 GTO made its public debut at the Geneva Salon in February 1984. Fioravanti later recalled Enzo Ferrari's original design brief. 'There was no specific instruction, just to produce a car based on the 308 GTB that could be used for racing.'

The 288 GTO was radically different from contemporary Ferrari road cars, mounting its V8 engine longitudinally rather than transversely, a change that necessitated a new chassis with a wheelbase extended from 234cm to 245.1cm. This new frame was constructed of steel tubes in the traditional manner while incorporating the latest in Formula 1-derived composite technology in the form of a Kevlar and Nomex bulkhead between the driver and engine.

The alteration in engine layout had been made to accommodate twin IHI turbo-chargers and their associated Behr inter-coolers and plumbing; the adoption of forced induction requiring that the quad-cam, 32-valve V8 be downsized from 2,927cc to 2,855cc to comply with the regulations. Ferrari's considerable experience gained from turbo-charging its Formula 1 engines was deployed in adapting the existing three litre unit, the latter in highly modified 288 GTO form producing 400bhp at 7,000 rpm and a mighty 366lb/ft of torque at just 3,800 revs. Top speed was a staggering 189mph.

Its three rear-wing cooling slots deliberately recalling the earlier GTO, the 288 body likewise benefited from the adoption of F1 technology, being constructed of glass fibre and a mixture of the lightweight composite materials Kevlar and carbon fibre. Aerodynamically refined in the wind tunnel, the 288 GTO sported flared wheel arches, larger front and rear spoilers, taller door mirrors and four additional driving lights in the front grille, these subtly altered looks combining elegance with muscularity in equal measure.





Given its race-bred, state-of-the-art technology and drop-dead gorgeous looks, it is not surprising that the 288 GTO appealed to Formula 1 drivers of the day, with Ferrari's Michele Alboreto and René Arnoux, and even McLaren's Nikki Lauda, numbered among its owners. In the event, the 288 GTO never contested the races for which it had been conceived as the FIA axed Group B, citing lack of manufacturer interest as the reason.

Published production figures vary (some sources saying 272 were built, others 278) but whatever the number, every example had been sold prior to the start of production in July 1984. Its UK price was £73,499 at a time when a Rolls-Royce Silver Shadow cost a comparatively trifling £59,468. Just a few years after production ceased early in 1986, the typical asking price had more than trebled, assuming you could find a 288 GTO for sale. Today this worthy successor to the 250 GTO remains one of the rarest, most desirable, and sought-after Ferraris of recent times.





This car, chassis number '54783', was completed on 15th January 1985 and imported into Switzerland via SAVAF in Meyrin. The car left the Maranello factory finished in classic Rosso Corsa with a nera (black) leather interior featuring contrasting red cloth inserts and was specified with wind-up windows but no air conditioning. This rare combination of wind-up windows, no air-conditioning and desirable cloth insert seats is often referred to lightweight specification. The Ferrari was supplied to Garage Foitek AG in Zürich and on 24th April 1985 was sold to its first owner, wealthy Canadian businessman and former Formula 1 team owner, Walter Wolf, who had residences in Canada and Mexico as well as Switzerland. He had a 'Wolf' badge fixed to the rear of the Ferrari and registered the car on Mexican plates but kept it in Europe. In this form the GTO was pictured in Hans-Karl Lange's book, Ferrari.

The Austrian-naturalised Wolf had made a fortune from the North Sea oil business in the early 1970s, and in 1976 bought a controlling stake in Frank Williams' Formula 1 operation. At the same time, Wolf also acquired the assets of Hesketh Racing, and its first Formula 1 design - the Wolf-Williams FW05 - would be based on the Hesketh 308C.

Following Williams' departure at the end of 1976, the team was re-structured as Wolf Racing and its new Harvey Postlethwaite-designed WR1 won on its first outing in Argentina with South African Jody Scheckter at the wheel. Scheckter won two more races and finished on the podium on six more occasions to finish 2nd in the 1977 World Championship behind Ferrari's Niki Lauda. That would turn out to be the zenith of Wolf's Formula 1 adventure, and at the end of the 1979 season he sold the team to Emerson Fittipaldi.

On 12th June 1992, the ex-Wolf GTO was re-exported to Italy having been sold to Autonoleggio Adventure Sprint Italia Srl of Desenzano. On 9th July 1992 the car was registered as 'BS E22298' and two days later was sold to Giuseppe Lemme of Dalmine, Italy (Luchini Automobili di Giuseppe Lemme). Later that same month, Lemme sold the Ferrari to San Marco Automobili Srl of Milan, Italy, a motor dealership owned by a stockbroker named Brocca. On 18th January 1993 the Ferrari was reregistered as 'MI 4Y2116'.





On 7th March 2001 the GTO was registered in the name of Brocca's partner, Barbara Magnani. Next owner Luciano Colosio bought the car on 3rd November 2003. In August 2012, '54783' was sold via broker Andreas Birner to its next owner, Heinrich Fries of Munich and reregistered as 'M-GT 2880'. Ferrari Classiche certified the GTO on 11th September 2013, confirming that the car retains its fully original drivetrain. On 5th February 2016, dealer Moritz Werner sold the Ferrari to Josef Hausmann. The current mileage is just over 25,600 km.

Naturally retaining its original leather wallet, jack, tools and books - including the service book stamped by Ferrari agents up to March 2019 - '54783' represents a rare opportunity to acquire a 288 GTO of known provenance possessing supporting documentation and the all-important Ferrari Classiche 'Red Book'. The GTO will have received a comprehensive service by Schaltkulisse Engineering, including belts and fluids, including brake fluid, prior to sale and will come with its Ferrari car cover.

€3,700,000 - 4,100,000





148

Circa 7,890 kilometres recorded from new
2010 FERRARI 599 GTO COUPÉ

Chassis no. ZFF70RDJ000175965

- One of only 599 built
- Almighty 6.0-litre V12 producing 671hp
- Finished in Bianco Avus with Tessuto Tipo Cordura interior
- Numerous factory options
- Immaculate condition
- Ferrari Classiche Certification



"The 599 GTO is one of the absolute finest track cars ever made. That it delivers some tactile qualities on the road – plus it's very habitable, make it a supreme all-rounder.

"What is also evident is the GTO pulls as hard in fifth as a 911 does in third." – *Autocar*.

Announced in April 2010, the 599 GTO was only the third Ferrari to carry the evocative 'Gran Turismo Omologato' designation, the others being the 250 GTO and 288 GTO. The 599 GTO was a development of the original 599 GTB Fiorano that had been introduced at the Geneva Motor Show in February 2006. Its immediate predecessor - the 575 Maranello - had met with a mixed reception, disappointing those that had so admired the 550 Maranello, so Ferrari had some catching up to do in designing the 599.

Having favoured the mid-engined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari surprised everyone by introducing the 550 Maranello. The latter's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engined V12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Weighing a claimed 1,690kg, the 599 has a power-to-weight ratio of 362bhp per tonne. Developed as part of Ferrari's Formula 1 programme, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds. A conventional six-speed gearbox was available also.

Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological 'semi-active' dampers. The latter's damping fluid changes in viscosity almost instantaneously when a magnetic field is applied, thereby altering the suspension characteristics. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and stability, as was the starter button.





The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior.

In line with Ferrari's current practice, a succession of limited edition variants followed. A road-going version of the track-only 599 XX, the 599 GTO came with 671bhp on tap and weighed almost 100kg less than the standard 599 GTB, a combination that delivered a 0-100km/h time of less than 3.3 seconds and a top speed in excess of 335km/h. The 599 GTO was the fastest road-going Ferrari at the time of its introduction, proving capable of lapping the Italian firm's Fiorano test track almost a second quicker than the mid-engined Enzo.

The increase in engine output - some 59 horsepower more than the 599 GTB - had been achieved in part by reducing the engine's internal friction, plus an increase in compression ratio and redesigned intake and exhaust arrangements. Despite this, the GTO was still able to meet Euro 5 emissions standards and, unlike the 599 XX, could be looked after by any Ferrari dealer.

GTO production was limited to only 599 cars, which were reserved exclusively for Ferrari's most favoured customers. It is important to mention that 599 GTO ownership has become the gateway to owning a new Ferrari supercar; if you want one of the latest Ferraris then owning a 599 GTO is the way to get one.

Representing a rare opportunity to acquire a little used example of this coveted limited edition Ferrari, chassis number '175965' was delivered new to Tokyo, Japan in 2010 where it had only one owner prior to being imported into Europe where it went through Joe Macari in the UK in 2015 to arrive in Germany with the 2nd owner, a German collector. Around that time the 599 GTO also received the all-important Ferrari Classiche certification. Presented in immaculate condition, having covered a mere 7,890 kilometres from new, the car is finished in Bianco Avus with Tessuto Tipo Cordura interior.





Other noteworthy features include the following:

- Carbon fibre headlight bucket
- Carbon-ceramic brakes
- Carbon fibre driving zone
- Coloured safety belts - Rosso
- Carbon fibre wheels Cup
- Carpet colours - not standard
- Instrument panels - Rosso
- Privacy glass rear windows
- Two colour paintwork - Grigio Silverstone Opaco
- iPod connection
- Scuderia shields on front wings carbon fibre
- Cascade navigation system
- Carbon fibre racing seats
- Coloured 20" Challenge rims - Nero Lucido
- Special features
- Coloured stitching Rosso 0504
- Interior 30 fabric colour

This car also boasts a carbon steering wheel with LED shift; automatic air conditioning; tyre pressure monitoring; xenon lighting with headlight washers; carbon shift flippers; ABS and traction control; and a rain sensor. Accompanying documentation includes the following:

- Original dealer-stamped service booklet
- Classiche Ferrari certificate with Ferrari Red book
- Dealer maintenance invoices
- Instruction manual car
- Quick manual car
- Instruction manual stereo/navigation
- Warranty certificate stereo/navigation
- Book service addresses Ferrari
- Becker service booklet
- Car card
- Code card
- DVD navigation
- Ferrari service book





The car also comes with two original keys and the original Alcantara GTO storage folder. Services are recorded at the following date and distances from new:

22.10.2010 at 0km
22.04.2012 at 711km
18.10.2012 at 1,934km
11.10.2013 at 3,914km
10.10.2014 at 6,849km
12.06.2018 at 7,344km

The current odometer reading is 7,890km and the car comes with UK V5 registration document and has been imported into the EU pre-Brexit. Please note that as a Japanese specification model this car may require homologation prior to road registration in Europe.

Ferrari pulled off a rare trick with the 599 GTO, creating a truly versatile car that is as exciting on the racetrack as it is civilised on the road. There can be little doubt that this modern icon will be a collectible future classic, and few would disagree with *Autocar's* conclusion: "This is a genuine landmark car for Ferrari... a bona fide addition to the GTO family, make no mistake."

€750,000 - 950,000



149

The 2014 Tour Auto Class H winner

1972 PORSCHE 911 CARRERA 2.7 RS TOURING COUPÉ

Chassis no. 9113600192

Engine no. 6630225 (see text)

- *Desirable 1st series example, one of the first 200 built*
- *Delivered new in Germany*
- *Originally 'Bahia' red*
- *Extensive competition history*
- *Professionally restored to the highest standards with no expense spared*
- *'On the button' and ready to use*



"Nothing that is desirable comes easily or cheaply and the Carrera RS is no exception, but without question it is one of the great cars of the 1970s; the personification of GT motoring and race breeding." - *Motor Sport* magazine, February 1973.

Porsche revived the Carrera name for its top-of-the-range 911 in 1972/3. Designated Carrera RS (Rennsport), the newcomer was intended as a limited edition 'homologation special' to enable the factory to enter Group 4 competition in the Special GT class, with a minimum build requirement of 500. However, the demand for this fabulous car proved so great that the production run was later extended by another 1,300-or-so units, qualifying the RS to compete also in Group 3, which it would dominate. The Carrera RSR GT-category racer collected overall wins in the World Sportscar Championship at Daytona and the Targa Florio in 1973, defeating 3-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based car.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheelarches) for improved handling, while the 2.7-litre, fuel-injected, air-cooled, six-cylinder engine's 210bhp boosted top speed to around 240km/h.

Not merely styling gimmicks, the Carrera's trademark 'duck tail' spoiler and front air dam made a vital contribution to high-speed stability and represent Porsche's first serious experimentation with aerodynamic devices on a production car. Above all it was the reduction of weight that transformed performance. Lighter body materials and ruthless pruning of non-essentials brought the weight of the Carrera RS down to below 900kg, enabling it to devastate the competition on the racetracks of Europe and the USA.

Private customers wishing to purchase a Carrera RS could choose between two specifications. The Lightweight was intended for competition, whereas those who valued comfort could specify the Touring package (order number '472') which cost an extra DM 2,500 (£430) and offered the luxury of the 911S's trimmed and upholstered interior.

One of the first 200 Carrera 2.7 RS models built, this desirable 1st series (thin steel) RS Touring was completed on 1st December 1972 and registered in January 1973. The car left the factory finished in Bahia Red (its present colour) with black leatherette interior, as confirmed by the Porsche Certificate of Authenticity on file.





The RS was delivered new to Glöckler in Frankfurt, Germany with two options: '410' (Sport Seat Left) and '490' (retractable antenna). The Porsche's early history is unknown, but the car was in Germany in the 1990s and found its way to France where, in 2002, it was registered by a Mr Micheron. In 2008, still in France, the car was registered for the FFSA passport mentioning the engine number as '663.1302', the unit being of the correct type 911/83 at that time. In 2010 Mr. Micheron participated in Le Mans Classic with the RS, and the car was featured in *Flat6* Magazine in 2011 following its Le Mans participation.

It appears that the engine has been upgraded to 2.8-litre specification. It is the correct type of engine and has been re-stamped with the number '6630225', which matches the aforementioned Porsche certificate (same for the gearbox). Fully restored to the highest level with no expense spared by Swiss specialist Marc De Siebenthal, the RS comes with invoices totalling over €100,000! The invoices for mechanical work carried out suggest the engine and running gear have been improved to the highest level. The engine seems to have been very well prepared and is very responsive to the throttle.

Bonhams' representative had the pleasure of driving the car over a couple of kilometres, where it performed very well. In short: this beautifully restored RS Touring is 'on the button' and ready to be used at any event, including concours. Accompanying documentation includes the following:

- Marque specialists' report
- Detailed photographs of the restoration and previous repairs
- Copy of the old French Carte Grise (dated 1999)
- Current Belgian registration documents
- FIA document dated 2013 re engine '6631302'
- RACB Passport
- Copy of an old German Fahrzeugbrief (dated 1997)
- Old FFSA (French FIA) PTH dated 200

It is rare to see an early Touring M472 not transformed into a Lightweight but presented how it left the factory late in 1972, as is the case with this example, which represents a rare opportunity to acquire one of the most iconic sports cars in motoring history: a must for **€550,000 - 750,000**



150 Ω

Only 6,456 km recorded from new

2006 MAYBACH 62 S LONG WHEELBASE

Chassis no. WDBVG78J66A001484

- Ultra-exclusive luxury sports saloon
- One owner from new
- Two tone 'Light Côte d'Azur Blue'
- Outstanding specification



"It's one of the world's most luxurious cars. In fact, only the Rolls-Royce Phantom comes close. It can carry a driver, front passenger and up to three rear passengers on a serene, silent and spacious journey." – *Autocar* magazine on the Maybach 57 S.

Few industry observers would have predicted the revival of the Maybach brand after almost 50 years of dormancy, but that is exactly what Daimler-Benz did in 1997 when it presented a luxury concept car at that year's Tokyo Motor Show. In pre-war days Maybach had represented the absolute pinnacle of automotive technology, producing some of the most advanced, luxurious and expensive cars the world had ever seen, and its resurrection signalled Mercedes-Benz's intention to compete head-on with BMW-owned Rolls-Royce. Although it had not built any cars since 1940, Maybach had lived on as a manufacturer of proprietary engines, latterly as MTU Friedrichshaven, until its purchase by Daimler-Benz in 1960.

The revived brand's new dawn commenced in 2002 with the launch of the Maybach 57 and 62: a brace of high-performance luxury saloons that, inevitably, incorporated a good deal of contemporary Mercedes-Benz technology.





The model designations were derived from their approximate lengths: 5.7 metres in the former's case and 6.2 metres in the latter's, and both were powered initially by a 5.5-litre 542bhp twin-turbocharged V12 engine. The 57 was intended for the owner/driver, while the longer 62 was aimed at the chauffeur-driven elite.

An enhanced version of the 62 - the 62 S, for 'Special' - was introduced for 2007 and featured the 6.0-litre, 604bhp V12 from the 57 S. Costing an additional £40,000-plus, the 60-or-so extra horsepower had little effect on performance, shaving a fraction of a second from the 0-60mph (0-96km/h) time while the top speed remained limited to 275km/h (170.9mph). A base price of around £360,000 ensured that only a privileged few would get to experience the 62 S's stupendous performance at first hand. *Autocar* magazine hailed the Maybach 62 S as "an even more incredible - and incredibly expensive - place from which to command your business empire".

Unfortunately for Daimler AG (as the group had become), Maybach failed to establish the kind of brand identity enjoyed by its parent Mercedes or the Rolls-Royce and Bentley opposition. Sales were disappointing and in August 2012 Maybach was discontinued, only to be revived again as a sub-brand of Mercedes in November 2014.

Purchased new by the current vendor and stored since acquisition, this imposing Maybach had covered only 6456 km at the time of cataloguing. The original specification sheet on file lists numerous desirable options including the Electro-transparent panoramic glass sunroof and entertainment systems. The car will require its first service before returning to the road.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€150,000 - 250,000
No Reserve



One of a mere 74 original left-hand drive factory examples

1962 ROLLS-ROYCE SILVER CLOUD II DROPHEAD COUPÉ

Coachwork by HJ Mulliner - Park Ward

Chassis no. LSAE499

- Rare coachbuilt two-door soft-top model from new
- Delivered new to Canada
- Engine and transmission rebuilt 1,000 miles ago
- Registered in Belgium



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements.

Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardised. Immensely successful both at home and abroad, the Silver Cloud II and Bentley S2 remained in production until the autumn of 1962.

As well as the factory-bodied cars, bespoke creations from coachbuilders James Young and the now merged firm of H J Mulliner, Park Ward Ltd (now Rolls-Royce-owned) continued to be available on the 'Cloud II chassis for those discerning enthusiasts wealthy enough to afford them.

Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring. Available in both Rolls-Royce and Bentley forms, H J Mulliner's two-door drophead coupé (Design No. 7504) was by far the most popular, a total of 107 being built on the Cloud II/S2 standard-wheelbase chassis (74 left-hand drive and 33 right-hand drive). Hand crafted style such as this attracted a hefty premium though, H J Mulliner's convertible being priced some 30% above the standard Silver Cloud II four-door saloon, which was already one of the world's most expensive cars. Out of a total of 2,417 Silver Cloud IIs built from September 1959 until August 1962, only 107 had the stylish and desirable drophead coupé body built by H J Mulliner.





Dating from the final year of production, this H J Mulliner-bodied Silver Cloud II drophead is the fourth from last example built. Chassis number 'LSAE499' was built to North American specification and shipped to Montreal, Canada in July 1962. Through Rolls-Royce of Canada Ltd, the car was handed over to a local Montreal dealer, Budd & Dyer Ltd, and delivered to its first owner, Mr V G Cardy of Quebec, Canada.

The second owner, Mr James J Reeves of Pensacola, Florida, USA purchased the Silver Cloud II on 6th November 1972. On 10th October 1974, the car changed hands again and was sold to well known RR and Bentley specialists The Carriage House in New York. Exported to Spain in 2006, the Rolls-Royce was sold in 2018 to the current vendor. The engine and transmission were completely overhauled in 2019 and the car is presented in excellent mechanical and running condition, complete with an illustrated valuation report from 2020. We recommend close inspection by the discerning collector of this rare original LHD coachbuilt Rolls-Royce.

€280,000 - 360,000



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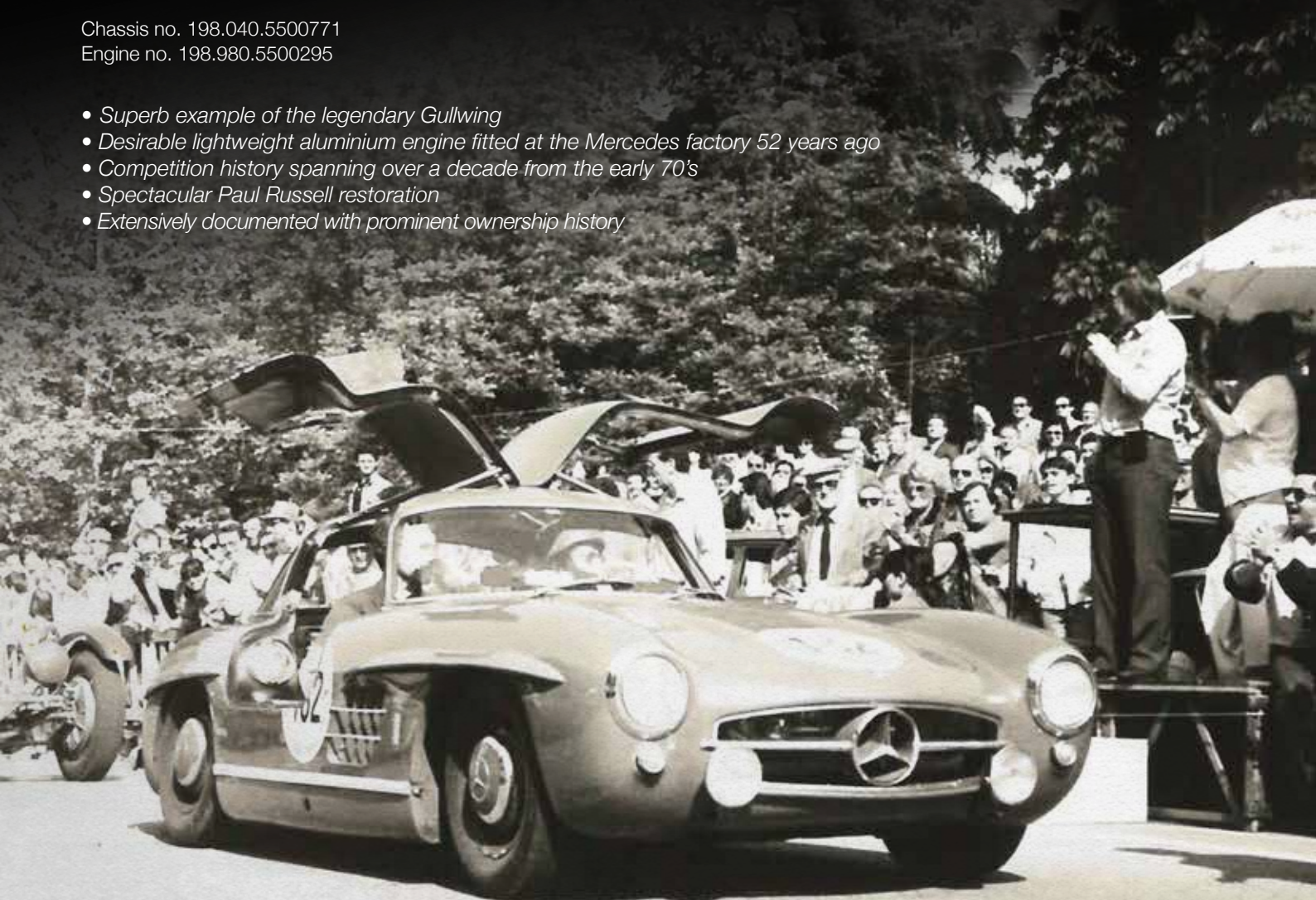
1987 Mille Miglia Storica participant

1955 MERCEDES-BENZ 300 SL GULLWING

Chassis no. 198.040.5500771

Engine no. 198.980.5500295

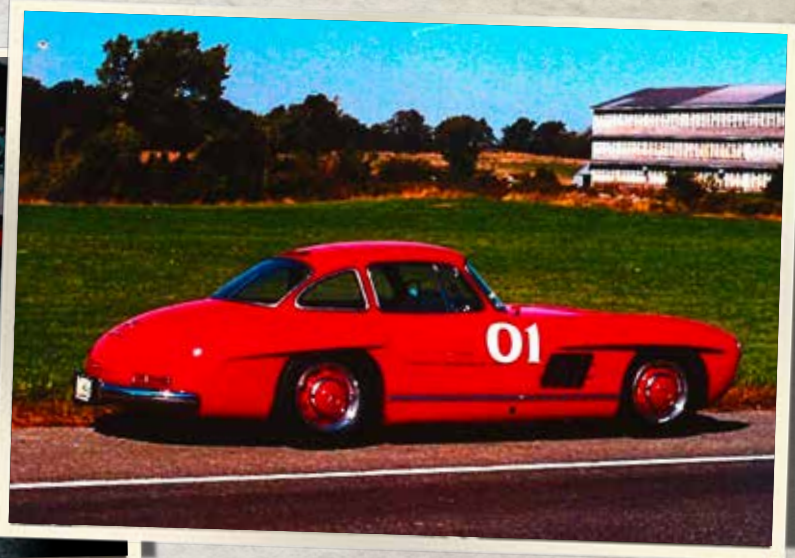
- Superb example of the legendary Gullwing
- Desirable lightweight aluminium engine fitted at the Mercedes factory 52 years ago
- Competition history spanning over a decade from the early 70's
- Spectacular Paul Russell restoration
- Extensively documented with prominent ownership history



1987 Mille Miglia



1st place at the 1990 300SL Grand Prix, Elkhart Lake, USA.





“When it was first announced by Mercedes-Benz, the production 300 SL Coupé was a startling car built to the German concern’s customarily startling standards, but above all what left the general public most open-mouthed about the new car was its upward-opening Gullwing doors...!” - Motors, 1963.

Mercedes-Benz returned to post-war competition in 1952, fielding two of its new 300 SL (W194) sports cars in the Mille Miglia. The pair finishing a creditable 2nd and 4th overall in this most difficult of events and this promising start was followed up by a win in the challenging Carrera Panamericana. The works first raced the 300 SL (Sport Leicht) in open form, but for the Le Mans 24-Hour Race in June a trio of ‘Gullwing’-doored coupés was entered. High sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the coupé bodywork required innovative thinking - hence the Gullwing doors. Karl Kling and Hans Klenk duly brought their ‘Silver Arrow’ home in first place and the 300 SL was on its way to becoming part of motor sporting legend.

The 300 SL had not been planned for volume production, and it took Max Hoffman, Mercedes-Benz’s US importer, to convince the factory bosses that sufficient demand existed to make it viable. The fact that Hoffman placed an order for 1,000 cars must have helped. Given that the model was first and foremost intended for the USA, the 300 SL was launched at the New York International Auto Show, rather than at the hitherto preferred Frankfurt or Geneva shows.

Introduced in 1954, the production 300 SL retained the spaceframe chassis and lightweight aluminium-alloy bodywork of the W194 racer while its mechanical underpinnings, like the latter’s, owed much to the contemporary Mercedes-Benz 300 luxury saloon. A 2,996cc overhead-camshaft inline six, the 300 SL’s engine was canted at 45 degrees to achieve a low bonnet line and produced 215bhp (DIN) at 5,800rpm using Bosch mechanical fuel injection. A four-speed, all-synchromesh manual gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round: by wishbones and coil springs at the front, with swing axles and coil springs at the rear.





A production 300 SL (W198) was tested by *Road & Track* magazine in 1955, accelerating from 0-100km/h in 7.4 seconds on its way to a top speed of 225km/h. Half expecting the long-awaited 300 SL to provide an anti-climax, *R&T* were delighted to find the new car, 'far beyond our wildest expectations. In fact, we can state unequivocally that in our opinion the 300 SL coupé is the ultimate in an all-round sports car. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible. Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300 SL can make a very acceptable showing in any type of sportscar competition. Yet the car is extremely tractable and easy to drive in traffic. Comfort? The fully enclosed 300 SL is the most comfortable (and safe) high-speed 'cross-country' car built today.'

A 300 SL roadster featuring conventional doors was first exhibited at the Geneva Salon in May 1957 and, although built in greater numbers, has never matched the immortal Gullwing for desirability. Its racing parentage notwithstanding, the 300 SL remains a thoroughly practical car, as civilised in city traffic as it is exhilarating on the autostrada. By the time 300 SL Coupé production ceased in 1957, some 1,400 examples had found customers. Today the model is both rare and most sought after by connoisseurs of fine automobiles.

This particular Gullwing was completed at the factory on 10th January 1955. The car was ordered in the gorgeous shade of red (DB 534) over a black (953) interior. The car's early years are undocumented, but records suggest that this Gullwing was raced right from the start, as it was shipped back to Stuttgart in the 1960s where it received a new aluminium engine complete with sports camshaft (invoice on file). Many years later, in November 1978, the car was advertised in *Hemmings Motor News* for sale at \$30,000, completely restored in Fire Engine Red with black interior and only 13,000 miles on the new aluminium motor. Mr John Olson, editor and publisher of the *SL Market Letter* in Minneapolis, Minnesota, snapped up the car and a new era began.

In 1982, Olson entered the car in the 3,000-mile Four Ball Rally from Boston to San Diego. Apparently averaging a 'sedate' 65mph, the 27-year-old classic (the oldest car in the field) finished in 47 hours. The following year the 300 SL came in 3rd in the Coast to Coast Cannonball, a strenuous feat which resulted in Olson having the Gullwing overhauled in April 1984 under the watchful eye of Paul Russell at Gullwing Service Co in Essex, Massachusetts. With all systems fully overhauled, it was time to return to the racetrack.





According to magazine clippings, Dearborn and his Gullwing led the field for most of the race, but was out-maneuvred towards the end by another Gullwing driven by Joe Tompkin. Crowds at the finish line erupted at the Mercedes one-two finish, reminiscent of the team victories celebrated by the factory race teams of the 1950s.

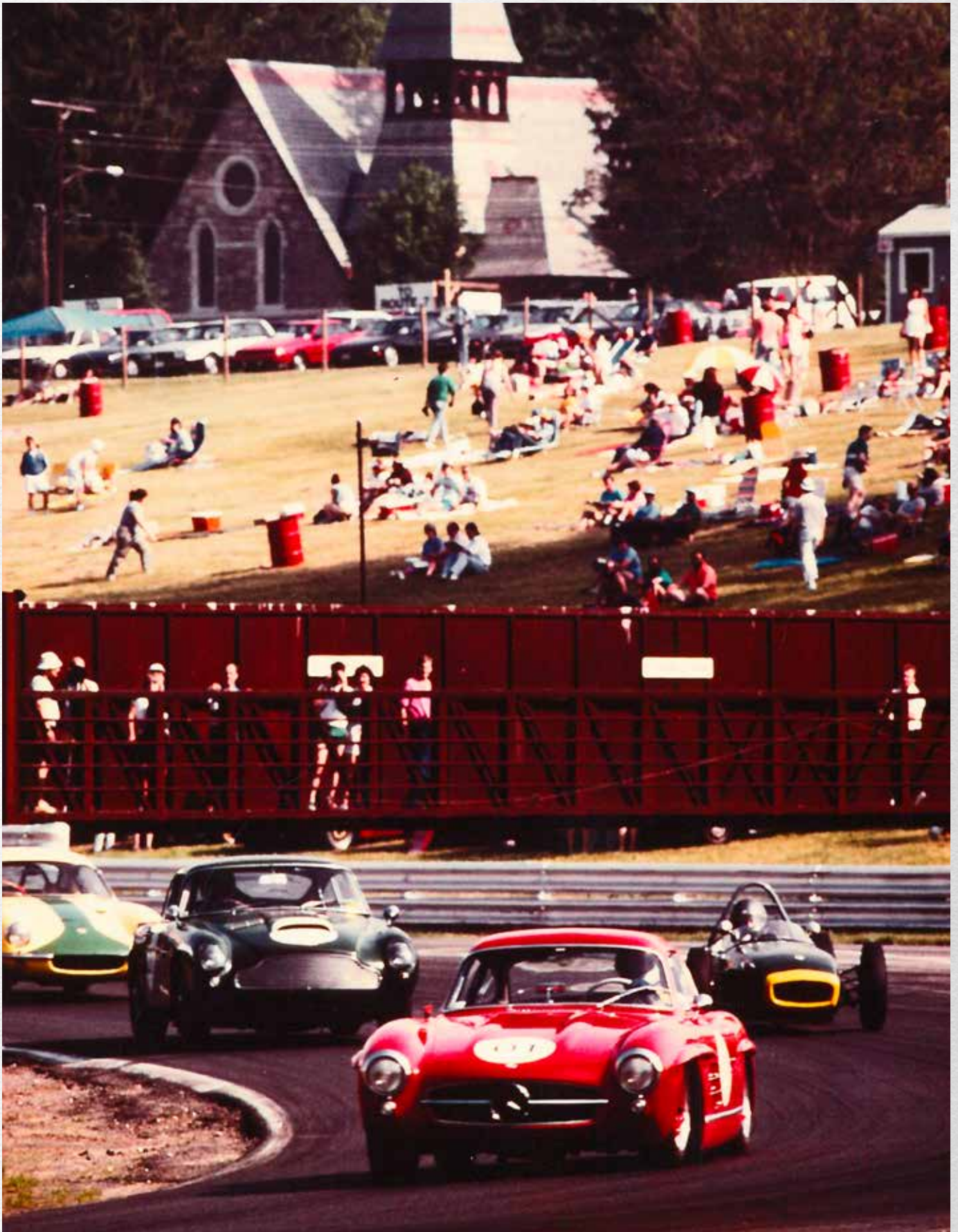
In 1990, Dearborn sold the car to a major East Coast collection. Never raced again, the Gullwing was routinely maintained and carefully stored by the collector and owner, keeping it in excellent condition. 'The paint is very good for a car restored almost 40 years ago, the engine bay is clean and tidy, and the interior exhibits a comfortable patina of careful use.' The Gullwing remains in similarly good condition today. There can be few 300 SL Gullwings with as much racing history as this one, which has to be all the more desirable for having been fitted by the factory - in period - with the highly desirable lightweight aluminium engine.

Accompanying the car is an extensive portfolio of documentation: race history, advertisements, a large number of period photos (including the car on the Mille Miglia 1989), judging record sheets, service invoices, hand-written correspondence and clippings from several magazines including *Victory Lane* and *Vintage Motorsports*. Maps of racing routes and photographs of the car en route add important historical background and colour to this extraordinary Gullwing's racing history. The car comes with Danish registration documents and we're informed by the vendor that the car, still today, is a magnificent driver car performing extremely well.

This car has it all: it is collectible, highly desirable, and a legendary Mercedes-Benz. It is beautiful, iconic, and ready for its next owner to enjoy.

€1,200,000 - 1,400,000





153

Ex-Belgian Gendarmerie

1952 LAND ROVER SERIES I 80" 4X4 UTILITY

Chassis no. 36633777

Engine no. 36141134

- Original left-hand drive export model
- Extensive body-off restoration
- Rare utility Land Rover



Produced for the European market and more specifically for the Belgian Gendarmerie, this Land Rover Series I 80" was fitted with equipment specific to its intended use. Indeed, from the beginning of the 1950s, coinciding with the Land Rover's arrival on the market, the Belgian authorities called on the British firm to supply its armed forces, commencing in 1951. Rover delivered nearly 75 units that year, all painted in the Blue Piletta typical of the Belgian Gendarmerie's equipment. The Land Rover was to be the principal vehicle of the Belgian Marshalsea for many years, sometimes supported by Minervas taken from the Royal Army.

It was at the end of the 2010s that this 1952 Series I was found by a restorer from Bordeaux, who specialised in 'Series'-type Land Rovers and Defenders. This 1953 model, which was put into circulation in September 1952, was worn out by its years of service, which had been followed by a long period of storage. Elephant Factory Classic completely dismantled the Land Rover and commenced a total body-off restoration. Many of the major parts were preserved and fully restored, including the chassis, engine, gearbox, front and rear axles, and the majority of the fragile aluminium panels typical of the early 'Series' models.

Of course, the details specific to the Gendarmerie version were retained, whether it be the bumpers mounted on shock absorbing fittings; the hooks fixed to the front of the chassis; the additional indicators; the body reinforcement; the modified wiring harness; the Bosch electric equipment; the storage tray in the passenger door; or the drilling of the windscreen frame to mount a rotating beacon. To complete the restoration, matching Navy Blue upholstery was installed, together with a new soft-top.

Having covered fewer than 200 kilometres since its restoration, this Land Rover is in exceptional condition. The engine starts without problems and the gearbox does not creak, which is unusual on these models.

Sold with a Belgian title and photographs recording its restoration, this desirable Series I Land Rover represents a rare opportunity to acquire a military vehicle that served in Belgium. Currently in civilian configuration, it will stand out amongst the other Series Is in their more common olive green. It could also be returned to its original specification with a few coats of arms and other accessories.

€30,000 - 50,000

No Reserve



154

1970 PORSCHE 911T 2.2-LITRE COUPÉ

Chassis no. 9110101395

Engine no. 6108867

- *Matching numbers chassis and engine*
- *Restored with no expense spared in 2015*
- *Invoices available*
- *Fewer than 3,000 kilometres since restoration*



Destined for the US market, this Porsche 911 remained there until it was brought to Europe (through Netherlands and Germany) and then in 2015 to the Czech Republic where it was fully restored by the current owner, including conversion to European specification. The rebuild took approximately 36 months to complete. The odometer was zeroed at time of restoration (the previous recorded total was 52,755 miles).

The entire project was carried out with an 'open chequebook', with emphasis placed on quality and originality. Virtually the entire body has been restored by a master metalworker. The body restoration alone took almost one year, as practically every single piece of sheet metal required expert attention. The emphasis was always on the use of minimal filler. The body was then completely repainted in Porsche Burgundy Red and the finish is excellent. The chrome is high-gloss and without damage.

The entire interior and boot have been restored. The original upholstery was replaced by black leather with original textile fabric and completely re-trimmed, likewise the door panels. The carpeting was redone according to the original design, colour-matched to the interior. The car has a Blaupunkt Nürnberg radio (professionally restored). The dashboard instruments have been restored to original condition, while the restored steering wheel is original also. The restored safety belts are not installed (with the exception of the right rear) but come with the car.

According to the Porsche data card, engine number '6108867' is original to the car. During restoration, the engine was dismantled and rebuilt with numerous new parts, including the timing chain, bearings, piston and piston rings. The engine was tuned on a dynamometer and is clean, dry and showing excellent throttle response. The entire braking system has been overhauled and any worn parts renewed.

The project's emphasis has been on obtaining original parts from specialists in Europe and the USA, or original parts for restoration from suppliers worldwide. There is an album of over 1,000 photographs documenting the restoration and a folder containing all bills relating to purchased parts and materials.

Since completion, the Porsche has formed part of the owner's classic car collection and has been thoroughly maintained and regularly driven in order to keep everything in working order. The car was serviced on 11th September 2022 and a test drive successfully completed.

€85,000 - 120,000

No Reserve



155 Ω

2013 ROLLS-ROYCE PHANTOM EXTENDED WHEELBASE SALOON

Chassis no. SCA681L08DUX73664

- Rolls-Royce's flagship model
- Desirable Extended Wheelbase variant
- One owner from new
- Delivery mileage



"The real reason that this model was conceived was to cater for those who prefer to be driven and allow the easier fitment of bespoke equipment. Since its inception for the Middle and Far Eastern markets, Rolls-Royce has only built one EWB Phantom with a non-bespoke interior." – *Autocar*.

Vickers' controversial sale of its Rolls-Royce and Bentley brands in 1997, although acrimonious at the time, allowed the two marques to reaffirm their traditional roles in separate ownership: Rolls-Royce continuing to provide the ultimate in luxurious motoring for the plutocracy under BMW's stewardship, with Volkswagen-owned Bentley catering for the wealthy owner-driver with sporting inclinations. Concluded in 1998, the deal left VW in control of the Crewe factory and it was not until January 2003 that Rolls-Royce would be officially re-established at its new home close to Goodwood in Sussex.

An historic model in the continuing history of the Rolls-Royce marque, the 6.7-litre V12-powered Phantom was the first all-new design to be introduced by the company following its takeover by BMW. To the relief of traditionalists it looked nothing like a BMW, despite the underlying technology.





Produced at a new factory near Goodwood in Sussex, the Phantom revived a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. In keeping with the tradition established by previous Phantoms, the newcomer was a very large motor car, outstretching the old Silver Seraph (the last Crewe-built Rolls-Royce) by 18" while boasting a radiator shell 4" taller. Priced at around £260,000 at time of launch, it was also 40% more expensive.

While the aluminium body structure represented the ultimate in automotive technology, its accoutrements remained entirely traditional in choice of materials, consisting of the finest hide trim, genuine woollen carpets and carefully selected wood veneers. Certain dashboard features recalled those of earlier models, while there was a choice of five-seater ('Lounge') or four-seater ('Theatre') accommodation. In March 2005 an 'Extended Wheelbase' Phantom was displayed at the Geneva Motor Show, which was 250mm (9.8") longer than the standard car and intended for those wealthy enough to employ a chauffeur.

Purchased new by the vendor and stored since its acquisition, this Phantom EWB will require its first service prior to road use. A wonderful opportunity to own a virtually unused example of Rolls-Royce's flagship model in its extended-wheelbase form.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

**€150,000 - 250,000
No Reserve**



156 *

The Turin Auto Show

1957 JAGUAR XK150 3.8-LITRE COUPÉ

Coachwork by *Carrozzeria Bertone*

Chassis no. S 834365

Engine no. LB4053-8 (see text)

- *One of only nine coach-built Jaguar XK150s*
- *One of only three bodied by Bertone*
- *Formerly displayed in the Blackhawk Museum in California*
- *Professionally restored in 2020*
- *Shown at Pebble Beach*





"The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money." - *The Autocar*.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in 'SE' (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.







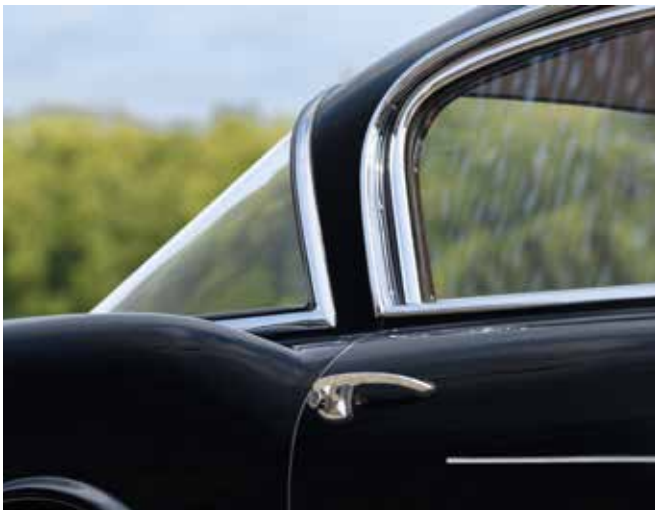
In the autumn of 1959, the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.

Of the 9,395 Jaguar XK150s built, 1,466 of which were to 'S' specification, only nine were supplied in rolling chassis form for bodying by independent coachbuilders, '834365' being one of this select band. According to the highly respected motoring historian, and Jaguar Daimler Heritage Trust Archivist, Anders Ditlev Clausager, '834365 is the second of three XK150s bodyied by Bertone. The car's accompanying Jaguar Heritage Trust Certificate shows that it was supplied in left-hand drive configuration, without a body, to the distributor Compagnia Generale Auto in Milan, Italy and sold to its first owner, Fratelli Ingegnoli (Ingegnoli Brothers), also in Milan. It is recorded as fitted with a Bertone body. '834365' is distinguished from the other coach built XK150s by virtue of its Mercedes-Benz 300 SL-style front wing vents, making it stand out from the crowd.

The Jaguar Heritage Certificate records the original engine as a 3.4 litre unit ('V 1382-8'). Research by previous owners on file suggest that the current 3.8 engine, ('LB 4053-8') was fitted prior to delivery by Bertone. Despite the LB prefix suggesting a MK2 engine, inspection of the part number ('C 17523') suggest that this engine was never used on a production car. This evidence combined with the car being recorded as a 3.8 from the earliest days of its history leave us with a credible hypothesis suggesting that the engine was fitted in the car's earliest days, perhaps prior to delivery. The part number on the unstamped head show that it is an 'S' type head.

Originally finished in metallic green, the XK subsequently belonged to Ettore Mariano of the Lido, Venice for many years. According to Clausager: "It then turned up in the Behring collection at the Blackhawk museum in California and was at the Pebble Beach concours in 1992, by which time it was red.





A copy of Blackhawk's facts sheet on file states that the XK was designed and built for the Turin Auto Show and had seen little use over the years apart from a few appearances at Italian concours events. The car was said to have been completely restored to prize winning condition by Mike Fennel Restoration in Saugas, California and exhibited at Pebble Beach in 1998.

In 2000 it was bought by the Dutch Jaguar collector Tom Zwakman, before being purchased by its current owner in 2013. In 2019-2020 the car was subject of a full restoration to the highest standards which culminated with the car being displayed at the Concours of Elegance at Hampton Court Palace in 2020.

Presented in beautiful condition throughout, '834365' represents a wonderful opportunity for the serious Jaguar collector to acquire an ultra-rare coach built example of one of the most powerful limited-production XKs manufactured by Jaguar Cars.

€800,000 - 1,000,000





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1967 JAGUAR E-TYPE SERIES 1 4.2-LITRE COUPÉ

Chassis no. 1E 34027

Engine no. 7E 11228-9

- *Jaguar Heritage Certificate*
- *A magnificent early left-hand drive '4.2'*
- *Very desirable and original rare classic colour combination*
- *Five-speed Getrag gearbox upgrade*



Delivered new to Jaguar Cars, New York, USA in January 1967, this very fine example of the increasingly desirable and collectible E-Type comes complete with a Jaguar Heritage Certificate confirming the original colour scheme and matching-numbers engine.

Volumes have been written about the Jaguar E-Type; indeed, there is no other British car, Mini and Land Rover excepted perhaps, that has generated such a cult following. The Jaguar E-Type is a British automotive legend; manufactured between 1961 and 1975, it combined sensational looks, high performance and competitive pricing that instantly captured the imagination of the motoring public. The E-Type has remained an iconic piece of British motoring prowess since its arrival 60 years ago. It was voted 'the most beautiful car of all time' by the Daily Telegraph; even Enzo Ferrari called the E-Type 'the most beautiful car ever made', while Sports Car International magazine placed the E-Type at No.1 in their list of 'Top Sports Cars' of the decade.

Of all the E-Type variants, it is the 'Series 1' 4.2-litre model that many enthusiasts consider the most desirable, combining as it does the purity of the original concept with the superior performance of the larger engine. The 4.2-litre version of Jaguar's sensational E-Type was launched in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine.





Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration and flexibility.

In 2016 this E-type arrived in Holland and was at that time red. The car then underwent an extensive body and interior restoration. Unlike many E-Types that have undergone major body restoration because of serious rot, this one's body is highly original and one can easily recognise the original welding points as well as the original floor panels at the front. Even the spare wheel well is still original and in superb condition. On the rear, behind the registration plate, one finds the original plaque with the body number, another feature that is often lost during restoration. This degree of originality is very rare with an E-Type and makes this car even more desirable.

The beautiful dark red leather interior perfectly complements the black exterior, and cosmetically the car presents very nicely. The paint, which was recently done, is beautiful and has a very nice deep shine.

The brightwork likewise is in nice condition, as are the fittings throughout the car. Nearly every aspect of the interior was refurbished, including the dashboard and centre console. The headlining was replaced with a new correct woollen one and the restored load space looks essentially 'as new'. The restoration was carried out by a specialist using period-correct materials. Unlike many E-Types that have wrongly restored seats, this one's are correct. Overall, the interior is excellent, having been thoroughly restored. It seems that the car has seen very little use since the interior restoration, as there are no signs of wear. All meters, gauges, switches, choke and lights are in good working condition.

The engine and engine bay look excellent, being very clean without significant signs of age or use, while the cylinder block and head show the correct matching numbers. Underneath the car looks equally nice and one can clearly see that careful attention has been given to its detailing and restoration.

Driving an E-Type is a very special experience; it is not a difficult car to drive but its power needs to be respected. This car is reported as very stable at speed, handling superbly and running beautifully while maintaining regular temperatures. It has to be one of the very best currently available.

€110,000 - 160,000



1924 BUGATTI TYPE 30 TORPEDO

Chassis no. 4224

- *Only four owners from new*
- *Matching numbers*
- *Outstandingly original chassis, engine, gearbox and drive train*
- *New body to original pattern retaining the original bonnet*
- *Well documented history*
- *Past Mille Miglia Storica and Flying Scotsman rally participant*
- *Pierre-Yves Laugier report on file*



Introduced in 1922, the Type 30 has a special place in Bugatti's history, for it was the company's first straight-eight engine to go into production and the first to use Bugatti's classic single-overhead-cam cylinder head, making it one of the most famous automobile engines of all time. With a capacity of 1,991cc, with three valves per cylinder operated by the single gear-driven overhead camshaft and breathing via twin Solex carburettors, this beautiful engine produced approximately 100bhp at 4,500rpm.

Coming from a family of artists, Ettore Bugatti - 'Le Patron' - was renowned for his exquisite designs and the new eight-cylinder engine was no exception. This beautiful new power unit was installed in what was essentially a lengthened Brescia chassis, resulting in a touring car that was notably fast and powerful for its day, and that possessed many of the characteristics of the famous racing Bugattis. The eight-cylinder engine was very flexible and, once mastered, the Brescia-type gearbox a delight to use. Of some 600-or-so Type 30s produced, fewer than 50 cars are known to survive today, with original examples possessing known history especially desirable.

In 1924 this Type 30, with chassis number '4224', was delivered new in Barcelona, Spain to the official Bugatti agent Bertrand & Serra. There it received a three-seater torpedo body designed and built by the noted pre-war firm of Casimiro Solá, also from Barcelona. Sold new to Mrs Felisa Florensia Boixades, '4224' was often seen in the streets of Barcelona before the Civil War (1936-1939). During the hostilities, the car was carefully hidden for three years until it was recovered at the war's end. Mrs Boixades was still driving it on the streets of Barcelona in 1943. After more than 30 years of ownership, Mrs Boixades sold the Bugatti in the late 1950s to Mr Martinez, owner of Platerias Martinez, a jewellery store in Barcelona.

By 1962 the car had been acquired by Mr Carlos del Val, a recognised Spanish collector, enthusiast and sportsman who, among his racing adventures, raced the London-Mexico Rally in 1970 and the famous Paris-Dakar rally in the 1980s driving a Pegaso truck. Mr Del Val removed the original torpedo body and replaced it with a shorter two-seat body, emulating the legendary Type 35. Fortunately, he took some photographs of the original coachwork before the car was re-bodied (copies available).





Mr Del Val would own the Bugatti for more than 50 years, driving it in various rallies and events, including the 1976 Monte Carlo Rally, the first time that the car had left Spain.

In 2013 and at the age of 82, Mr Del Val sold his much-loved Bugatti to the current owners. Two brothers, the new custodians re-commissioned the car to full working order and had a new body built from the scuttle back retaining the original bonnet, based on period photographs, exactly reproducing the original three-seat torpede body.

Today this exceptional and rare Bugatti still retains all its original mechanical components, including engine, chassis, gearbox, steering, axles and also the bonnet. It is fully operational and comes with the original Spanish licence plate from 1924 and a FIVA passport (Class A3).

The car has given great satisfaction to its current owners, participating in events such as an informal Sicilian rally in the heat of the 2014 summer; the 2015 Flying Scotsman Rally; and the 2016 Mille Miglia, which it successfully completed. During these events the car never failed to attract considerable complimentary attention from organisers and participants alike. Today, this wonderful Bugatti represents a unique opportunity to own a highly original Type 30 with excellent provenance. **€320,000 - 380,000**



*Fast road specification***1955 AUSTIN-HEALEY 100/4 BN2 ROADSTER**

Chassis no. BN2-L/228627

Engine no. 1B/228627

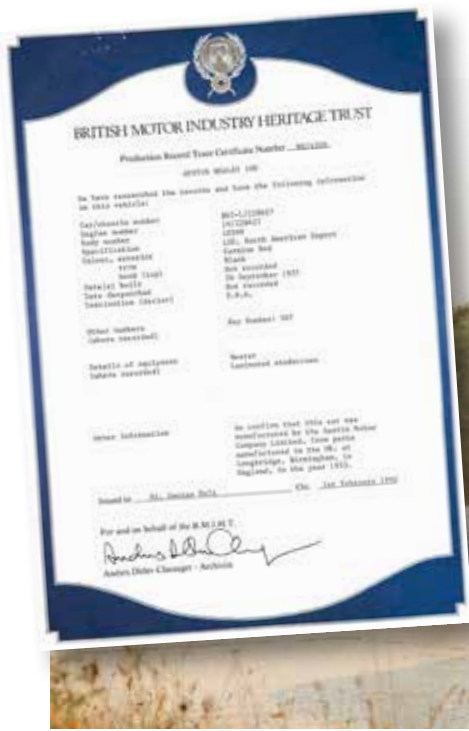
- *Painstakingly restored and upgraded with no expense spared*
- *170bhp prepared engine*
- *Overdrive gearbox*
- *Quaife limited-slip differential*
- *Period-correct disc brakes*
- *Perfect regularity-rally car*



Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance, limited production sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. In fact, the car first appeared at Earls Court badged as a 'Healey Hundred' and was re-badged 'Austin-Healey' while still on its stand after Austin boss Leonard Lord bought the rights to the design. It was just as well that he did, for Healey would take over 3,000 orders during the Show yet his company had never made more than 200 cars in a single year!

Lord had been happy to agree to supply Austin Atlantic components as the model had not been selling well in its intended market - the USA - and was scheduled for deletion. Low-revving and torquey, the Atlantic's 2,660cc four-cylinder engine produced an unremarkable 90bhp, but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956.





In 1953 a team of drivers including Donald Healey and George Eyston set a host of international and AMA speed records at Utah's Bonneville Salt Flats driving two Healey 100s. Highlights including a maximum speed of 143.626mph and 1,000 kilometres at an average of 127.00mph achieved by the tuned car and 24 hours at an average of 104.3mph set by the AMA-selected 'off-the-showroom-floor' example. A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

This car has been built as a tribute to the various speed records set by Donald Healey with the first-of-the-line four-cylinder Austin-Healey 100. A matching-numbers example, the car has been painstakingly restored and improved upon by its enthusiast owner, yet with respect its originality. The car has a BMIHT Certificate and has been restored accordingly red with a black leather interior.

More than 1,600 hours were needed to get the bodywork in perfect shape, while the interior carpeting has been hand-stitched in order to ensure the best possible fit. Nappa leather was used for the seats.

The hood has been hand-stitched from Sonnenland fabric and lined with the same high quality woollen material used for the interior. A trickle charger, circuit breaker and a custom made bag to hold the side screens have been added. Because the original Austin-Healey 100s used Jaguar D-type wheels for their speed record attempts, this car has been fitted with the same period-correct custom-made 16" Jaguar D-type wheels.

The heart of this car is the utterly wonderful engine, which was built by Dutch specialist Wim Janzen to the highest possible specification, producing 170bhp and 259Nm torque on the dynamometer (invoices available). Needless to say, even by modern standards, this is a fast car. Cooling has been upgraded by installing a heavy-duty radiator together with an electric fan. Other upgrades include period-correct disc brakes and a Quaife limited-slip differential. The gearbox has been completely rebuilt and has a functioning overdrive on 3rd and 4th gears. A glorious sounding side exhaust is another delightful feature. For the enthusiast driver, a fully removable aluminium panel carrying rally equipment (Brantz counter and clocks) has been installed. In short: this one-of-a-kind car has been treated to a no-expense-spared restoration that will allow the future owner to participate in classic rallies. The car is EU taxes paid and comes with an old US title.

€85,000 - 125,000



160

1970 LAMBORGHINI ESPADA SERIES II COUPÉ

Coachwork by *Carrozzeria Bertone*

Chassis no. 7662

- *Delivered new to Switzerland*
- *More than €77,000 spent on restoration and maintenance since 2011*
- *Part of an exclusive German private collection since 2013*
- *Registered in Germany*
- *Worthy of the closest inspection*



"Carrozzeria Bertone unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar." – David Hodges, *'Lamborghini – The Legend'*.

Ferruccio Lamborghini's first production car, the Touring-styled 350 GT, had debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile engineers, the 350 GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, housed in a chassis penned by Gianpaolo Dallara. The 350 GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time; but to compete with his Maranello rival's larger models Lamborghini needed a nominal four-seater, and the 4.0-litre 400 GT 2+2 duly appeared in 1966. Despite its novice status as an automobile manufacturer, Lamborghini had quickly dispelled any lingering doubts about its ability to compete with the world's best Gran Turismos.

Named after a matador's sword and unveiled at the 1968 Geneva Motor Show, the Espada was styled by Bertone's Marcello Gandini - creator of the incomparable Miura - along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-litre, four-cam V12 up front.

The latter - first seen in the 400 GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame.

Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph (249km/h) top speed, an improved dashboard layout, and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements, and a restyled front grille. Espada production ceased in 1978 after 1,217 of these imposing cars had been built, of which 575 were Series II examples. Even today there are few cars that can match the on-road presence of the Espada.





Beautifully finished in light green metallic with dark brown leather interior, this Series II Espada was delivered new to Switzerland to a well-known (and still existing) textile manufacturer in the Appenzell area. In 1978 the Lamborghini was imported into France but remained in the same company's ownership until 1988, when it was sold to its first private owner in Buxy, Burgundy. A subsequent owner from Nantes kept the Espada from circa 2008 to late 2013 when it was purchased by the current vendor for his exclusive private collection in Germany via the well-respected Hamburg-based dealer, Eberhard Thiesen.

In total more than €77,000 has been spent on this Espada since 2011 and we recommend close inspection of the history file. A brief summary of the works carried out and documented by invoices (some with pictures) is as follows:

- Invoices (some of them for parts directly supplied by Lamborghini) in its early life
- Some correspondence from the factory in 1988 suggesting that the car might have gone back to the factory for a service
- Invoice from 2011 from a French carrosserie relating to the restoration of the car including a repaint of the inside and outside and engine compartment for a total of almost €22,000; restoration of the original leather interior with the WaterfloW system for circa €4,400 (also in 2011)

- While in the custody of the current owner: new tyres and sundry maintenance in October 2021 for circa €3,600; comprehensive carburettor and timing service in 2019 for more than €5,000
- In 2018 new air conditioning compressor, etc for €1,500; comprehensive mechanical service and repair for more than €32,000 in 2018 by well-respected Swiss specialists Graber Sportgarage in Toffen, Switzerland
- In 2016 new correct ANSA exhaust, etc for €5,700
- In 2014 further invoices for €3,100 and circa € 6,400 (including the installation of power-assisted steering)

The car is offered with German registration documents, copies of the aforementioned invoices and an owner's manual. With a comprehensive history file dating from its first years to the present day, and benefiting from a no-expense-spared approach with regard to its upkeep by the current and previous custodians, this Espada should not be compared to lesser examples and is worthy of the closest inspection.

€180,000 - 200,000
No Reserve



1970 RENAULT ALPINE A110 1600 S GROUP 4

Chassis no. 16610

Engine no. 2610

- *Factory competition example*
- *Raced during the 1971 French championship*
- *Ex-Jacques Henry, ex-Peter A Müller*
- *Ideal candidate for historic events*



One of the great names in post-war French motor sport, Alpine was the brainchild of Dieppe garagiste's son, Jean Redele, who began in the early 1950s by developing a competition version of the popular little Renault 4CV, which won its class in the Mille Miglia three years running

From this he developed the first Alpine - the A106 with Renault 4CV running gear and streamlined glassfibre coupé bodywork. This 747cc Renault 4CV-based machine set the trend for a range of sports cars culminating in the A610 of the mid-1990s. Up-rated in 1956 with the new Dauphine engine, the A106 also established the company's competition heritage with a class-winning performance in the 1956 Mille Miglia.

By 1958 Redele was using a sophisticated tubular steel chassis, and in 1961 he introduced the A108 Berlinette Tour de France which featured a tubular backbone frame, double wishbone front suspension and a Renault Dauphine swing-axle set-up at the rear. It was developed into a potent - and often unbeatable - rally car, using a variety of Renault power units.

For 1963 Alpine launched the A110 Berlinette, which became the mainspring of production. Produced from 1962 through to 1977, this charismatic sports two-seater rivalled the Porsche 911 for performance while being even more exclusive: the hand-built Alpines left the factory at the rate of only 10 per week in the late 1960s/early 1970s.

The works cars featured even lighter bodywork, and standard trim items such as the faux bumpers, front and rear were replaced with plastic components. Additional improvements for the works cars included a reinforced front chassis together with under-body protection. Even the air intake was moved to avoid accumulations of snow or mud. A centrally mounted aviation-grade fuel tank, larger brakes and wheels, front-mounted oil cooler, and larger oil filter completed the factory upgrades.

Its rearward weight bias gave the A110 outstanding cornering characteristics for rallying. In 1969 A110s finished 1st, 2nd, 3rd in the Coupe des Alpes and came 3rd in the Monte Carlo Rally. The following year, Alpines again came 3rd in the Monte and won the Acropolis and Tour de Corse rallies. Alpine driver Jean-Claude Andruet became European Rally Champion. By 1971 the marque's competition record had endeared Alpine to Renault to such an extent that they were appointed as its official competition wing.

More successes followed in 1971, '72 and '73, including two Monte Carlo Rally victories and the first World Rally Championship for Makes.

This Berlinette was assembled by the factory's competition department in 1970. Production records (on file) indicate that serial number '16610' was assigned by the competition department on 25th November 1969. Its original body number was '2606'. The sales department's archives indicate that the car was delivered six months later, in June 1970.

The body was supplied to the racing department already painted but without the front axle or the engine/transmission, which were installed later by the competition department's mechanics. '16610' was completed in October 1970 and registered on the 15th of the same month as '7850 GS 76'. Equipped with a 'small chassis' (the 'large chassis' having appeared in the same period, but on competition cars intended for dirt roads), '16610' was an 'asphalt' car and made its debut on the 1970 Tour de Corse. Chassis '16610' with body '2606' would participate in three events of the World Rally Championship:

7/8 November 1971 - Tour de Corse - No.8 - Vinatier/Murac - 5th
28/29 November 1971 - Criterium des Cévennes - No.76 - De Cortanze/Roure - 12th
December 1970 - Essais Monte Carlo - Andersson

After this last event at Monte-Carlo with Ove Andersson, '16610' was returned to Alpine's Used Vehicles department on 21st December 1970 for reconditioning in anticipation of its sale to private clients (as evidenced in the dossier). Jean Rédélé limited his competition cars to running only two or three events before offering them for sale to privateers. This would allow him to regularly supply his official factory drivers with new cars, while at the same time claiming that privateers could have exactly the same cars as factory drivers. Thus, a regular supply chain was established between the factory and the private teams.

For some unknown reason, the Used Vehicles department removed the (diamond-shaped) chassis plates from used competition cars and attached them to their respective registration documents. Only the oval plates (bearing the body number) remained on the car.



4-7 March 1971 – Rallye Lyon Charbonnières – No.19 – Henry/Grobot – 5th



16 May 1971 – Ronde du Vercors Vivarais – No.9 – Henry – 2nd © Laurent Auxietre

Whenever a customer went to the Rédélé dealership or the sales department to buy a reconditioned competition car, he was offered those that were refurbished and ready for sale. At that time a registration document would be assigned to the car and the diamond plate installed. This resulted in a mix of registration documents, chassis plates and cars.

Thus, the registration document and the (diamond-shaped) chassis plate of '16610' was parted from body number '2606' and transferred to body number '2610'. According to the production archives (evidenced in the history file), body number '2610' corresponds to the Alpine chassis '16665', which was assigned to the competition department. (This car did not run competitively, so in all likelihood it was a mule.) Probably because it was in very good condition, this mule was preferred to the factory body ('2606') which had competed in the Tour de Corse and the Rally des Cévennes. As a matter of fact, the customer who took delivery of '16610' was none other than Jacques Henry, already the best Alpine privateer, who expected to fight for the 1971 French championship. He most likely needed a fresh car! The diamond chassis plate '16610' finally ended up with body '2610', as we see it today. '16610' with its current body '2610' entered the following races during the 1971 season:

- 20/21 February 1971 – Neige et Glace – No.19 – Henry/Grobot – 6th
- 4-7 March 1971 – Rallye Lyon Charbonnières – No.19 – Henry/Grobot – 5th
- 4 April 1971 – Critérium de Touraine – Henry – 4th
- 25 April 1971 – Tour de l'Aisne – No.6 – Henry/Grobot – 3rd
- 1/2 May 1971 – C/C des Monts du Jura – Henry – 4th

- 8/9 May 1971 – Critérium Alpin – No.7 – Henry/Grobot – 1st
- 16 May 1971 – Ronde du Vercors Vivarais – No.9 – Henry – 2nd
- 29/30 May 1971 – C/C du Mont Revard – Henry – 4th
- 13 June 1971 – Hill climb de Cruseille de Salève – Henry – 22nd
- 20 June 1971 – Rallye de Genève – No.20 – Henry/Grobot – 2nd
- 18/19 September 1971 – Hill Climb de la Faucille – No.23 – Dolibeau – 19th
- 9 /10 October 1971 – Rallye de Franche Comté – No.21 – Dolibeau – 23rd
- 1972 – Hill climb de Bourbach – Dolibeau

Jacques Henry parted with '16610' in the middle of the 1971 season and it was Roland Dolibeau from Besançon who acquired the car to finish the season. The car was then sold to Switzerland at an unknown date. It formed part of an important collection before being bought by another great Swiss collector, Peter Müller, who kept for many years until just recently.

'16610' has been the subject of a thorough mechanical restoration and preparation in recent years and is mechanically ready to go. Offered with a Monte Carlo gearbox, a set of wheels and additional miscellaneous parts, '16610' is an ideal candidate for prestigious events such as the Tour Auto.

Please note that the car is sold on bill of sale with proof of taxes paid in the European Union.

€180,000 - 200,000



162

1948 ALFA ROMEO 6C 2500 SS CABRIOLET

Coachwork by Pininfarina

Chassis no. 915.696

Engine no. 928.001

- *Never shown publicly*
- *Matching number*
- *Extensively restored to original condition*
- *Impeccable original documentation*
- *Original books*
- *Completely off the radar for 70-plus years, mostly in California*
- *Unusually complete set of original receipts and written correspondence with Italy from its earliest days in California*
- *Certificato di Origine from Alfa Romeo Classiche*



'915.696' in original condition on its way home to San Diego © Owners Collection





'915.696' after painting in Fred Puhn's ownership © Owners Collection

A development of the pre-war 6C 2300 and 2500, the 6C 2500 Super Sport is the ultimate variant of the elegant, glamorous, and luxurious Alfa Romeos that were developed under the guidance of engineers Vittorio Jano and Wilfredo Ricart (before the latter left to establish Pegaso). Pinin Farina's cabriolet was presented in Lausanne on 4th and 5th October 1946 at the *Premières Journées d'Élégance* event, which aimed to revive Italian coachbuilding after WW2.

This car boasts arguably the most iconic body style for this model: a design that exhibits Pinin Farina's typical stylistic features such as integrated headlights, flowing and continuous lines, and recessed door handles (also typical of the Ferrari and Cisitalia cars designed by Pinin Farina in this period). It is finished in the beautiful original colour combination of Petrol Green with tan leather interior and beige soft-top.

The specification is state-of-the-art for the time, including a twin-overhead-camshaft engine and independent suspension all round. Alfa Romeo ambitiously raced the 6C 2300 and 2500, amassing an impressive string of victories and podium finishes including 1st and 2nd in the 1937 Mille Miglia; 1, 2, 3 in the 1937 6-hour Targa Abruzzo at Pescara; and another Pescara win in 1938. These successes continued after the end of WW2, including an overall win in the 1950 Targa Florio.

The most technically potent of several 6C 2500 models was the Super Sport. With three Weber carburetors it produced 110bhp even on the low-octane fuel available in Europe at the time. The 6C 2500's relatively stiff frame and four-wheel independent suspension delivered this power to the road much better than the typically cart-sprung live-axle cars of the day. Easier on drivers and passengers, the suspension's supple ride ensured that a competitor would remain alert at the end of the Mille Miglia, as well as enabling the owner of this Gran Turismo Alfa to emerge fresh at the end of a road trip to Cannes.

Their combination of sophisticated engineering, durability, and attractive bodywork has ensured that the 6C 2500 is, and has always been, highly sought after by collectors and performance-minded enthusiasts. Three variants were built post-war, including the two closed versions: one by Carrozzeria Touring of Milan, and one in house by Alfa Romeo.

Most exclusive of the post-war 6C 2500 line was the 6C 2500 Super Sport, built on a short (2.7 metres) chassis and intended exclusively for coachbuilt bodywork. Total production of the 6C 2500 Super Sport was 458 units, of which 75 were built between 1939-1943 and 383 between 1947-1951. According to the Fabio Morlacchi and Stefano Salvetti books, around 63 Super Sport Pinin Farina cabriolets were manufactured after the war.





With such an exalted pedigree it is not surprising that the Alfa Romeo 6C 2500 Super Sport should attract the attention of filmmakers, director/producer Joseph L Mankiewicz casting one ('915.834') in his 1954 movie, *The Barefoot Contessa*, in which it was driven by Humphrey Bogart alongside his co-star, Ava Gardner (photographs and a film extract may be found in the car's history file).

A '2nd series' example, chassis number '915.696 has an exceptionally well-documented history. This particular car boasts matching numbers and colours, the latter an elegant and rare combination, and a body by one of the most prestigious Italian coachbuilders: *Carrozzeria Pinin Farina*. It is likely the only one to have been ordered with such a colour combination.

The car has a known and documented history from 1948 until today, including more than 50 original document pages; letters to Alfa Romeo in Italy; bills; photographs, etc, all of which contributes to making this car unique. It represents the best of both worlds: a sure protagonist at the most prestigious Concours d'Élégance venues such as Villa d'Este, Chantilly, Pebble Beach, etc while at the same time being an unusual and unexpectedly capable sports car for long-distance competitions (it is eligible for the Mille Miglia and other high profile international rallies).

- Major component identification numbers are as follows:
- Chassis: 915.696 ('2nd series')
- Engine: 928.001
- Pinin Farina body: 153
- Body structure: 10044
- Gearbox: 945.808 (22 x 39)
- Drive shaft: 963.840
- Rear axle: 985.688, 15 x 59
- Weber Carburetors Tipo 36 DO2: 362, 1108, 1112
- Suspension legs: 963.840

Chassis number '915.696' was produced on 25th October 1948 and sold on 11th April 1949 to Mr Edmondo Cornudet of Milan, Italy, who drove the car for the first years of its life. In 1958 Mr Cornudet put his Alfa up for sale and the car was sold to Mr Fred Puhn, an American from San Diego, California. Fred Puhn, who worked part time in a grocery store, had seen a classified advertisement in the San Diego newspaper for several exotic Italian cars. He called immediately and talked to the seller, Mr Bill Brehaut, who was importing and selling used Italian cars from his home. It turned out that Bill Brehaut was one of the two men who started *Road & Track* magazine!





The car on offer, an Alfa Romeo 6C 2500 Super Sport Pinin Farina convertible, was too expensive (\$2,000) for Fred Puhn. He then decided to ask Bill Brehaut to find a less expensive car and paid for it by cheque (\$550) on 27th May 1958. Later in 1958, Bill Brehaut's business partner in Italy, Mr Michele Vernola from Milan, notified him of a car that was right for Fred Puhn. It was a 1948 Alfa Romeo 6C 2500 Super Sport Pinin Farina convertible just like the one he first rode in. The price was only \$585 in Italy because the car had covered 100,000 kilometres and needed a repaint. The Alfa was not of the quality Messrs Brehaut and Vernola liked to deal in, but nevertheless they decided to import it as a special favour for Fred Puhn, who had spent all his savings purchasing the car. Other costs were shipping up to \$330; duties up to \$45; Bill Brehaut's fees up to \$20; and Michele Vernola's fees up to \$100.

When Fred Puhn received the shipping papers he went to the port of Long Beach to see the car for the first time: "It was beautiful, faded grey paint and threadbare top aside; it was the car of my youthful dreams". Of course, he had to come back on another day to get it through customs; the customs declaration was dated 20th November 1959.

With his friend, Jerry, Fred travelled again to Long Beach to collect the car. They put a little gas in it, and it fired up straight away. The exhaust was a little smoky, but otherwise it ran well: "I was on a cloud as we drove down Highway 101 back to San Diego.

We stopped at San Juan Capistrano for lunch and a photo (see attached picture). It was the only photo I would have of car in its original state, for disaster loomed ahead.

"We were only a few minutes from home in San Diego and passed under a freeway. I marvelled at the echo of the exhaust in the tunnel and pushed on the throttle to amplify it. In the next instant, an old Ford coming the other way suddenly turned left in front of us. I crashed into the Ford with the brakes locked. The Ford driver took off trying to escape the consequences. Jerry leaped out my Alfa, flagged down a passing car and took after the escaping culprit. He caught him a few blocks away and brought him to the back scene. The cops then arrived and promptly gave me a ticket for no registration or plates (contrary to what the DMV told me over the phone). The guy who caused the accident had no insurance but promised in writing to pay for my repairs. He never did. The Alfa would drive if you did not turn the steering wheel much, so we limped home. I was more than demoralised. It was hard not to cry in front of my friends.

"The next few months were spent going into debt and watching a craftsman slowly repair the Alfa. Finally, it was done, so I painted it red. After that, there were good both times and had times with the car. I drove it to college and parked it next to my friend Jerry's newly acquired FIAT 8V. Going to school with the top down was a blast on a winding canyon road, and I raced every car I saw.





The Alfa even made a trip to the Colton drag strip and won a trophy by beating a VW Beetle. I took out a girl on a date in the Alfa, but she complained at being stared at because the car had right-hand drive. I impressed my hot-rodder friend by taking him for a ride at night and showing him 150 (kph) on the speedometer. He thought it was miles per hour."

The Alfa's registration plate was in 1960 was 'PSX 679'. Fred Puhn took good care of his car and eventually overhauled the complex hand-built engine. On 14th December 1960 he bought various parts from Michele Vernola including new bearings and a timing chain, as well as some valves and valve springs. He also had the cylinder block bored at Westerland & Lange on 5th August 1961 in order to fit a set of new pistons. Other machining work done at Westerland and Lange on 30th September 1961 including grinding the crankshaft and line-boring the main bearings.

But despite all those works the oil pressure was falling again, leading Fred Puhn to conclude: "I am sure it was a mistake I made putting the pressure relief valve back together." "In a fit of depression", he traded the car for an MG TF to Mr John M Schoenfeld, 3353 Albatross, San Diego, California, who kept it for eight years. Despite its lubrication problem, the Alfa obviously left a deep impression on Fred Puhn, who some 50 years later wrote an article about it for the July 2012 edition of the Alfa Romeo Owners Club's magazine in the USA!

On 28th June 1963, John Schoenfeld had the seats reupholstered in blue at Hillcrest Auto Top Shop for \$81.80 (see invoice naming both Hillcrest Auto Top Shop and Hydro Products Co).

In 1963, he changed the clutch, the brakes and the master cylinder, and repaired some of the instruments. He also ordered new rod bearings from Michele Vernola. A service bill from Morena Blvd., San Diego, California dated 15th July 1963 showed a total of 76,214 kilometres recorded at that time. Hence, we can deduce that the car, which had 100,000 kilometres recorded in 1959, in fact had covered 176,214 kilometres by June 1963 as the odometer has only five digits.

In 1965 John M. Schoenfeld sold the Alfa Romeo to Mr Lew Skaug, Chula Vista, San Diego, California, who registered it on 10th May '65. On 22nd September 1965, he was looking for new connecting bearing rods and main bearings. In 1965, the car was registered 'LLB 313'. It seems that this was the only occasion Lew Skaug paid the annual license fee, so it is likely that the car was not driven much at this time.

In June 1970, Lew Skaug sold the car to Mr Robert Craft Archibald, 4216 Morrell, San Diego, California, CA, who registered it on 31st July of that year. Unfortunately there is no information available for his period of ownership.





In 1980 Robert Archibald sold the Alfa Romeo for \$800 to Mr Howard Staniforth, the father of the last owner who kept the car until 2013; he got the car running and drove it a short distance. Subsequently, the car was dismantled and Howard Staniforth commenced some cosmetic refurbishment in his small workshop (Staniforth Electric), although without finishing the work (see photographs taken prior to 2013).

On 16th October 2013, with the odometer showing 80,255 kilometres (almost certainly 180,255 in actuality), the car was sold by Howard Staniforth's son to broker Fantasy Junction of Emeryville, California (US title under the name of Fantasy Junction in file), who in turn sold it to another broker, Mr Francisco Ramos García of Classic Road, Madrid, Spain. The car arrived in Europe through the port of Alicante, Spain, on 17th July 2014 and was customs cleared. Before selling the car to Fantasy Junction, Ray Staniforth wrote a short history of his car (see pictures in file and online catalogue).

By the end of 2015 the Alfa had been sold to Mr Andrea Sivieri from Ferrara, Italy, who made the decision to start a complete restoration in the autumn of 2016. However, he was unable to proceed because of the task's complexity and insufficient funds.

A full restoration commenced in France in March 2019, and after more than 5,000 hours of work was finally completed in the spring of 2022 (important restoration file with 2400 photos). Some 99% of the original parts were retained during the restoration, including the Borrani wheels.

The car comes with a French carte grise de collection, a 1947 Alfa Romeo reproduction brochure La nuova 6C 2500 2a serie tipo Sport e Super Sport. In addition, some original manuals from 1948 and 1949: Alfa Romeo 6C 2500 Series II Owner's Manual for the Sport and Super Sport, and Alfa Romeo 6C 2500 Series II & III Workshop/Spare Parts Manual for the Sport & Super Sport, are available if required.

This exceptional 6C 2500 Super Sport Cabriolet by Pinin Farina must be one of the most handsome of post-war Alfa Romeos and would be a worthy addition to any connoisseur's collection. It is more than a wonderful car: it is a masterpiece.

€600,000 - 800,000



163 *

1964 ROLLS-ROYCE PHANTOM V SEVEN-PASSENGER LIMOUSINE

Coachwork by James Young

Chassis no. 5LVA121

Engine no. RS2/245

- *Rare left-hand drive Phantom V*
- *An older (1980s) restoration*
- *Present ownership since 2010*
- *Stored since acquisition*
- *Requires re-commissioning*



With development of its dependable six-cylinder engine nearing an end and facing competition from faster rivals in the United States market, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the new 6,230cc all-alloy engine graced the Rolls-Royce Silver Cloud II and Bentley S2 as well as the Rolls-Royce Phantom V. Alterations to the steering mechanism, now power assisted as standard, were among the many modifications required to accommodate the wider engine in the existing chassis.

Rolls-Royce's new limousine model, the long-wheelbase Phantom V effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. The latter's relatively short - for a limousine - wheelbase had made it all but impossible for coachbuilders to provide adequate boot space in a comfortable seven-seater automobile, a shortcoming addressed by the Phantom V. Built on a much modified and strengthened Silver Cloud II chassis enjoying the same 145" wheelbase as the IV, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stablemates though still in excess of 100mph, the new Phantom could all but match them for acceleration.

Rolls-Royce's in-house coachbuilder Park Ward Limited produced what was in effect the 'standard' seven-passenger limousine coachwork for the Phantom V while an alternative design was offered by James Young of Bromley. The usual upholstery for the front compartment was leather, which was also included in the list of alternatives for the rear along with West of England cloth. As one would expect in a car of this class, a cocktail cabinet was often incorporated into the rear compartment's cabinetwork, while electric windows and air conditioning were among the preferred options.

Park Ward's design remained substantially unaltered until the introduction of the Silver Cloud III and Bentley S3 in the autumn of 1962 when it was revised to incorporate the new models' four-headlamp lighting arrangement and a completely new above-waistline treatment. Now built by the combined firm of Mulliner, Park Ward, the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

A lack of suitable chassis had forced James Young's closure before the 'Sixties decade ended, but in its declining years the Kent-based firm produced what are widely recognised as its finest creations. On the Phantom V chassis they offered three designs: seven-passenger limousine, touring limousine, and sedanca de ville.





The catalogue for the Phantom V described their products thus: "This luxuriously equipped limousine is designed to provide the maximum comfort, whether owner or chauffeur driven... The coachwork on this magnificent car is recognised as the finest to be found anywhere in the modern world. It is the culmination of a century of superb craftsmanship which began with the Bromley Brougham." Out of the 516 Phantom Vs made, James Young accounted for almost exactly a quarter of them.

Left-hand drive chassis number '5LVA121' was delivered new to Italy in February 1964, subsequently passing - it is said - into the ownership of New York Governor, Nelson Rockefeller, although there is no accompanying evidence to support this. The Rolls-Royce subsequently belonged to the Hooper Corporate Collection and spent many years on display at the Auto & Technik Museum in Sinsheim, Germany. Restored in the late 1980s by Hooper & Co (Coachbuilders) Ltd, the Phantom was described as in good running order when it was purchased by the current vendor at a UK auction in October 2010.

Complementing the dark blue exterior colour is a contrasting biscuit leather interior featuring central division; burr walnut woodwork; centre console armrest; picnic tables; drinks compartment; and occasional seats. Stored since acquisition, the car will require re-commissioning before returning to the road. Accompanying documentation includes copies of the 2010 bill of sale and auction catalogue description, and a photocopy of a Jersey, Channel Islands logbook (issued in 1992).

A wonderful opportunity to acquire a coach-built rarity of considerable distinction, produced by one of Britain's finest coachbuilders at the height of its powers.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains within Belgium the reduced rate of Import VAT at 6% will be charged on the hammer price. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered country's rate. Import rates to other EU Countries may vary and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€80,000 - 140,000
No Reserve



One of only 64 left-hand drive examples

1958 AC ACECA BRISTOL COUPÉ

Chassis no. BEX693

Engine no. 85C 1518 (see text)

- Very rare original left-hand drive Bristol-engined Aceca
- Britisch Racing Green over Beige colour scheme
- 4-speed overdrive gearbox
- Serviced by Bristol specialists 'IN Racing'



The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-litre, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and from 1956 onwards both models became available with the more powerful Bristol 2-litre, six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s.





Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburettors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to greatly increased engine life. Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace/Aceca could touch 195km/h, while around 150bhp could be wrung from it for racing.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 190km/h - helped the Ace version to numerous successes in production sports car racing, arguably its finest achievement being a 1st-in-class and 7th overall finish at Le Mans in 1959.

Since AC was not a volume-type manufacturer, production numbers for the Aceca are astonishingly low. 328 Aceca's in total were built, including just 169 with Bristol power, of which only 64 left hand drive examples.

Offered here is an original left-hand drive Aceca, fitted with the Bristol engine from new, which makes it exceptionally rare. 'BEX693' left the factory on 8th September 1958 in silver with a red interior bound for Foreign Cars in the USA for first owner Mr C Bross.

The Aceca was later owned by William C Durant in California (old US-Title 1989-2002 available). In the mid-2000s the Aceca moved to Friesenheim, Germany, and in 2008 belonged to a prominent AC Owners' Club member who had the car restored (photographs and invoices available). The owner used the car on multiple club rallies and concours events throughout Europe (rally plates with car). The AC later went to the UK where it was changed from left- to right-hand drive (for its then UK owner) before being converted back to left-hand drive by Bristol specialists IN Racing in Nottingham, UK on its return to Continental Europe. Since 2016 the car has belonged to a Belgian Bristol collector.

The Aceca is beautifully finished in British Racing Green with a most-suitable beige interior, while other notable features include a four-speed overdrive gearbox; knock-off wire wheels, high torque starter motor; and an original steering box (most have been converted to rack-and-pinion). Fitted with Bristol engine number 85C 1518, which was installed in 2017 by Bristol specialists IN Racing.

The car comes with UK V5C Registration Certificate and an EU taxes-paid document.

€100,000 - 150,000
No Reserve



165

Restored at considerable expense

1972 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Chassis no. UC1S20505BW

Engine no. 7S6926SB

- *Restored to European specification by XK Engineering in the 1990s*
- *Getrag five-speed manual gearbox*
- *Always well maintained by specialists with numerous invoices on file*
- *Used regularly with reliability on European tours*



Testing the E-Type Series III back in 1972, *Road & Track* magazine reckoned the new V12 power unit, “a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it’s running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range”.

This superior refinement would have counted for little had the Series 3 proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre XK six and ensure that performance was undiminished. Weighing only 80lb more than the cast-iron-block six that it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed well in excess of 230km/h. Further good news was that the 0-160km/h time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3’s more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important ‘V12’ boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and ‘2+2’ coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II ‘2+2’, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.





Delivered new to the USA, this E-Type V12 roadster was completely restored to European specification in the 1990s by marque specialists, XK Engineering of Shilton, Coventry, UK and comes with a dossier containing related invoices and a photographic record of the work. Originally equipped with automatic transmission, it has been fitted with a Getrag five-speed manual gearbox and we are advised that the engine is unleaded compatible. The preceding owner only used the car at weekends and on occasional tours, maintaining it regardless of cost.

Since being acquired by the current vendor in 2011, the car has undergone the following:
Full interior re-trim to original specification (2011) Attention to paint and bodywork (2011) Full brake overhaul (2014) New clutch, ignition, extensive maintenance (2015) New radiator (2020)
Invoices relating to the above works are on file totalling the equivalent of approximately €30,000. The E-Type has been regularly exercised on European rallies; well maintained, it is in lovely cosmetic condition and performed faultlessly on a recent test drive with a Bonhams specialist.
€70,000 - 90,000
No Reserve



166 *

1967 LAMBORGHINI 400 GT 2+2

Coachwork by *Carrozzeria Touring*

Chassis no. 01087

Engine no. 1058

- *One of only 247 built*
- *Present ownership since 2008*
- *Stored since acquisition*
- *Requires re-commissioning*





It is the stuff of legend that Ferrari-owning industrialist Ferruccio Lamborghini only turned to automobile manufacture as a result of receiving off-hand treatment at Maranello, vowing to build a better car. A successful manufacturer of tractors and related machinery, Lamborghini possessed the resources to realise his dream without having to compromise.

Lamborghini's first production car, the Touring-styled 350 GT, debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile designers, the 350 GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, housed in a chassis penned by Gianpaolo Dallara. The 350 GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time; but to compete with his Maranello rival's larger models, Lamborghini needed a four-seater, and the 400 GT 2+2 duly appeared in 1966. A development of the 350 GT, the newcomer used an enlarged - to 3,929cc - V12. This 4-litre unit had first appeared in 1965, finding its way into a handful of late 350 GTs, this interim model being known as the 400 GT. The 400 GT's claimed maximum power was 320bhp - up from the 350 GT's 270 - an output sufficient to make the former a 150mph-plus car.

Despite its novice status as an automobile manufacturer, Lamborghini soon dispelled any lingering doubts about its ability to compete with the world's best Grand Tourers. Reviewing the 400 GT in its 2+2 form in 1967, *Autocar* magazine voted it "better than all the equivalent exotic and home-bred machinery in this glamorous corner of the fast-car market".

The relaxed manner of its long-legged performance was reckoned the finest quality of the Lamborghini, its V12 engine being judged to have the broadest range of smooth torque the testers had experienced. *Autocar* concluded: "To achieve this level of performance without noise, fuss, temperament or drama is an achievement; in the time taken for development, it is nothing short of sensational."

One of only 247 units built between 1966 and 1968, this 400 GT 2+2 was purchased by the current vendor from The Gallery (Aaldering Classic & Sportscars, Brummen) in February 2008. The Lamborghini has been stored since acquisition and will require re-commissioning before returning to the road. Accompanying documentation consists of copies of the 2008 bill of sale and a cancelled Belgian registration document.

Please note that if this vehicle remains within Belgium the reduced rate of Import VAT at 6% will be charged on the hammer price. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered country's rate. Import rates to other EU Countries may vary and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€230,000 - 270,000
No Reserve



167

**2000 PORSCHE 911 TYPE 996.1
GT3 CLUBSPORT COUPÉ**

Chassis no. WP0ZZZ99ZYS691277

- One of only some 500 built
- Just 47,000 kms recorded from new
- Extensively optioned
- Recently re-commissioned by Porsche Center Paal
- Porsche 111-points check (zero remarks)





The Clubsport variant of the first generation Type 996 is one of the rarest versions with an estimated production run of around 500 examples. Even the highly coveted RS was produced in greater numbers than the Clubsport with 682 examples made. This Clubsport was delivered new in January 2000 to its first owner in Japan, who drove the car for 30,000 kilometres over a period of seven years. Moving to the UK another 17,000 kms were added over a period of 8 years. It was not until 2016 that the car came into the possession of the third and final owner in Belgium. The last owner had bought the car with the intent of displaying it in his collection and rarely used it. To re-commission the car following its long period of static display, it was subject to a major overhaul at Porsche Center Paal.

The beautiful Arctic Silver paintwork is in excellent condition and still original in certain areas, while other areas (including the nose, due to stone chipping) have been repainted. When looking at the front of the car, we find the distinctive GT3 bumper with spoiler below it, and at the rear there is a fixed rear spoiler and lightweight Perspex rear screen. The beautiful modular 18" wheels have a painted centre and polished rims, and were standard on all Type 996 GT3 cars from the first phase. The Clubsport rides on the same lowered suspension as the standard GT3.

The interior incorporates almost every Clubsport package option. The most notable option is the flame retarding upholstery for the racing bucket seats, which have a Porsche crest embroidered on the headrest.

The side airbags have been removed to reduce weight and make the car more suitable for use on track, while the OEM roll cage not only protects the occupants but also stiffens the chassis. (The original front cage can be removed fairly easy since it is held in place with only a few bolts.) A six-point racing harness is a factory fitting on the driver's side. The standard red coloured three-point safety belt is still in the car for use on public roads. In case of an emergency, a battery cut off is mounted in front of the gear lever on the centre console. All the aforementioned options were only available with the Clubsport pack and could not be ordered separately. To aid driver comfort, this GT3 is also equipped with a radio/CD player and an air conditioning system, both of which are fully functional. The interior's condition suggests that the car has seen only minimal use, and that the previous owners took a lot of care when maintaining it. A detailed list of this car's options is available.

Confirmed by Porsche as accident free and benefiting from a recent major service at Porsche Center Paal, with zero remarks following the all-important 111 points check, this rare and highly desirable Porsche supercar has covered just over 47,000 kilometres today and comes with its original service book (Japanese and Dutch copy); instruction manuals; a UK V5C Registration Certificate; two keys; and an EU import (taxes paid) document. Please note that as a Japanese specification model this car may require homologation prior to road registration in Europe.

€80,000 - 120,000
No Reserve



168

Only two owners from new

1959 MERCEDES-BENZ 190 SL CONVERTIBLE

Chassis no. 121.040 9500085

Engine no. 121.921 109500087

- *Blaugrau colour scheme from new*
- *Professionally restored at no expense spared*
- *Outstandingly correct*
- *Worthy of the closest inspection*
- *Matching numbers chassis and engine*





“It proved to be fast and tireless, exhilarating to drive and was probably created with long distance, comfortable travel in mind...”
- *Autocar* on the Mercedes-Benz 190 SL, 10th January 1956.

For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness.

“Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,” observed *Road & Track* magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190 SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

Delivered new finished in Blaugrau (blue-grey), this matching-numbers Mercedes-Benz 190 SL Convertible was formerly resident in the USA and comes with a State of Texas Certificate of Title. The vendor advises us that he purchased the car from its first owner. Between 2017 and 2022, the Mercedes was restored to a very high standard by Klassik-Garage-Kronberg in Germany, whose invoices on file total more than €160,000. The car also comes with an owner's manual; copy of the Fahrzeugdaten (datacard); a list of components and an appraisal relating to its restoration in Germany between 2017 and 2022; and a second set of keys. The file relating to the restoration comes with it also. All EU import taxes have been paid. Worthy of the closest inspection, this outstanding Mercedes-Benz 190 SL is surely one of the best currently on the market.
€90,000 - 120,000



169 Ω

One of only 9 built

1994 ASTON MARTIN VIRAGE LIMITED EDITION COUPÉ

Chassis no. SCFCAM2SJRBL50418

Engine no. LE/89/50418/A

- Automatic transmission
- Only 14,074 km recorded from new
- Originally built to Japanese market specification
- Stored since acquisition
- Requires re-commissioning



“We wanted a car that was a new form. Fresh, exciting, purposeful but unquestionably Aston Martin,” explained Aston Martin Chairman and Chief Executive Victor Gauntlett on the Virage’s arrival, while stressing: “It was important that, although new in virtually every way, the Virage was of evolutionary, rather than revolutionary, design. It has to be a car that could stand in line with every post-war Aston Martin and be the self-evident successor to that tradition.”

Launched at the International Motor Show, Birmingham, in October 1988, the sensational newcomer re-stated its Aston Martin V8 forerunner’s muscular good looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap courtesy of the trusty V8 engine’s new 32-valve top end, was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds. Running on unleaded fuel and designed to meet the requirements of a more emission sensitive world, the fuel-injected, catalytic converter-equipped V8 was suitable for all Aston Martin markets. The Virage continued Aston Martin’s tradition of fine craftsmanship with its hand beaten aluminium body and fine leather upholstery, complimenting the highest standards of modern technology applied to the design of chassis and engine.





To commemorate the Virage's passing, the final nine chassis off the production line (numbers '50411' to '50419') were completed to special 'Limited Edition' specification. First shown at the British International Motor Show in October 1994, the Virage Limited Edition was finished in dark British Racing Green metallic, the interior colour scheme featuring saddle-brown Connolly hide upholstery and beige/green leather headlining and door trim. A brass plate recording the chassis number and owner's name was fixed to the dashboard, which was of burr elm rather than the usual walnut. A driver's side-protection airbag and improved full climate control system were additional features. Externally, the Virage Limited Edition was subtly re-styled and looked much like the successor V8 Coupé model, its mesh grille with 'V' motif excepted. Mechanically the Limited Edition was virtually standard Virage.

Number eight out of the nine, this Virage Limited Edition, chassis number '50418', was manufactured in December 1994 to Japanese market specifications. The car comes with copies of German registration documents, issued in 2011, listing the owner as Mr Peter Knobloch of Waiblingen. Also on file is a service bill from 2011 and a list of 'Inspektion' dates running from 1995 to 2007.

The odometer reads only 14,074 km and supporting documents suggest that this mileage is genuine. Stored since its acquisition by the vendor, this ultra-rare Virage Limited Edition will require re-commissioning before returning to the road.

Please note that if this vehicle remains in Belgium, it will be subject to Import Duty at 10% (+VAT) and 21% Import VAT on the hammer price. Import rates to other EU Country's may vary for VAT rate and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered countries rate. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€30,000 - 50,000
No Reserve



170

Offered with factory hardtop

1968 MERCEDES-BENZ 280 SL 'PAGODA'

Chassis no. 113044 10 002156

Engine no. 130983-10-000848

- *Matching numbers chassis and engine (data card available)*
- *Desirable manual gearbox*
- *Professionally restored 2016-2018*
- *Serviced in September 2022*



Produced for the American market, this Mercedes-Benz 280 SL remained in the USA until it was brought to Austria and then in 2016 to the Czech Republic where it was fully restored by the current owner, including conversion to European specification. The rebuild took approximately 30 months to complete and was finished in 2018. The odometer was zeroed at time of restoration (the previous recorded total was 58,520 miles).

The entire project was carried out with an 'open chequebook', with emphasis placed on absolute quality and originality. All specialised work has been done in Germany at recognised specialists (restoration and setting up of the injection pump, radiator and oil cooler, electric wiring, real axle, fuel pump, etc). The bodywork, assembly, engine and gearbox restoration, and interior trimming was done by the best Czech specialists from the famous Tatra Works in Kopřivnice.

The body and the floor frame were completely dismantled, laser cleaned or sandblasted, with an emphasis on using the minimum amount of filler, and renewed where necessary with original Mercedes parts.

Once it had been completely rebuilt, the body was repainted inside and out in the original White Papyrus colour. The paint spraying was carried out according to Mercedes-Benz's original method and the finish is shiny and uniform, without varnishes and dust inclusions. The chrome is high-gloss and without damage.

The black fabric convertible hood cover has been replaced and looks like new; the operation of the folding hood is easy and the locking mechanisms work perfectly. In addition, there is also a hardtop available in matching colour. The hardtop likewise has been completely restored using original Mercedes parts.

The interior is possibly the highlight of this remarkable 280 SL. The original MB-Tex blue upholstery has been replaced with blue leather and completely reworked. The door panels were also reworked and trimmed with blue leather. The carpeting in the passenger compartment was redone according to the original design, with the colour changed to match the rest of the interior.





The car has a Becker Europa radio, which has been professionally restored with an added connection for an external audio device. The interior walnut woodwork was renovated by a professional furniture restorer, and the replacement steering wheel, embellished with the same wood and decorated leather centre.

According to the manufacturer's data card, the number '130983-10-000848' identifies the engine as original to this car. During the restoration work, the engine was dismantled and rebuilt with numerous new parts. Wear-prone components such as the timing chain, bearings, piston rings and pistons were renewed. The engine was tuned on a dynamometer and is clean, dry and showing excellent throttle response. The rear axle is equipped with a 9/27-ratio final drive. The entire braking system has been overhauled and any worn parts renewed.

The Mercedes has been kept as a part of a classic car collection by the owner, being very thoroughly maintained and regularly driven in order to keep the engine, gearbox and the rest of it in best shape. The car was checked and serviced on 7th September 2022 (all systems checked, all refills completed, test drive successfully performed).

The 280 SL is offered with an album with over 500 photographs documenting the restoration and a folder containing all bills relating to purchased parts and materials (more than 90% purchased directly from Mercedes-Benz in Germany or other specialists such as Niemöller, SLS, MB Classic, etc). The car also comes with a State of California Certificate of Title and a Czech registration document.

€85,000 - 120,000
No Reserve



171

1965 VOLKSWAGEN TYPE 2 (T1) 21-WINDOW DELUXE MICROBUS

Chassis no. 245121087

Engine no. 0024918

- Collectible early 'Splittie' model
- Delivered new to Italy
- Present ownership since 2014
- Offered from an exclusive private collection in Germany



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floorpan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities.

The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide.

The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined. The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1.6 to 2.0 litres before production ceased in 1978 with the introduction of the third generation.

Delivered new to Rome, Italy and first registered on 1st April 1965, this highly desirable 21-window 'Splittie' microbus - one of the rarest and most collectible variants - has the 1.5-litre engine. The chassis number '245121087' identifies this example as a genuine 'Samba', as this variant was popularly, but unofficially, known. According to its Italian Estratto Cronologico, the vehicle was registered to a Mrs Nunzia Sinesi followed by a Mr Elio Carchi. Passing through the hands of another Italian owner, the 'bus was sold to the immediately preceding owner in the Rome area, who commissioned a high quality restoration.





The current vendor purchased the Volkswagen in 2014 for his exclusive private collection in Germany. Since acquisition, this beautifully presented 21-Window Samba has been professionally looked after, as evidenced by various invoices on file. In 2016, in preparation for its registration in Germany, a comprehensive service was undertaken including an overhaul of the braking system; new wheel bearings at the front; and new shock absorbers among other items for a total of €5,380 spent at Hauben auf GmbH in Hamburg (copy invoice on file).

In November 2016 a new canvas roof (including its operating mechanism) was fitted for a total of €3,200 for the parts alone, while in 2020 another comprehensive service was carried out at Sportwagen Service Hamburg Niemann for €3,152. An independent expert's report dated March 2022 rates the overall condition of this vehicle as '2+'. Finished in attractive two-tone red and white, with matching vinyl interior, this charming yet thoroughly practical Type 2 microbus is offered with German historic registration documents, copies of the aforementioned invoices, and the expert's report. One for the discerning collector.

€90,000 - 120,000
No Reserve



1970 MERCEDES-BENZ 280 SE 3.5 COUPÉ

Chassis no. 111026 12 000145

Engine no. 116980 12 000133

- *Matching numbers, matching colours*
- *Delivered new to Vienna, Austria*
- *Offered from an exclusive private collection in Germany*
- *More than €30,000 spent on maintenance since 2017*
- *Registered in Germany*



'Exclusive' is a much bandied-about word in the classic car world, but it is a most apt description of the Mercedes-Benz 280 SE 3.5. Why? Because at \$13,500 in 1970 its price was not only \$3,500 more than that of the equivalent Mercedes-Benz sedan but also more than double that of a Cadillac Deville Coupé! Commonplace it was not.

The 3.5-litre version of the 280 SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s, when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Thus the ultra-luxurious 280 SE Coupé/Cabriolet and 300 SEL saloon were the models chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in September 1969. An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition.

The new V8 engine had particularly smooth-running characteristics and endowed the 280 SEs with performance superior to that of many out-and-out sports cars. Thus equipped, the Coupé/Cabriolet was good for 125mph (200km/h) with 60mph (97km/h) reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures. As befitted top-of-the-range luxury models, the 280 SE 3.5 Coupé and Cabriolet came equipped with automatic transmission, power windows, and a stereo radio as standard.

Although the equivalent SEL saloon used the 'New Generation' bodyshell, the 280 SE Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1960/1961 on the 220 SE. Nevertheless, there had been some refinements made: the radiator shell was lower and wider, with a correspondingly flatter front end to the bonnet, a characteristic that has led to enthusiasts referring to these face-lifted cars as 'flat radiator' models, while the bumpers were now fitted with rubber strips. Significantly, the 280 SE 3.5 was to be the final model featuring this long-established and much-admired body style. It was truly Mercedes-Benz's flagship model, representing status, luxury and reliability. Today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.





Most elegantly finished in the original colour combination of beige grey (beigegrau) with bamboo (bambus) coloured leather interior, this beautifully presented Mercedes-Benz incorporates a host of desirable options including a Becker Grand Prix radio; central armrests front and rear; heated rear screen; additional spotlights; automatic transmission; electric sliding sunroof; and electric windows.

As per the Mercedes-Benz data card (copy on file), the car was sold new via the Munich based dealer (code 226) but its first custodian was a medical doctor based in Vienna. The doctor owned the Mercedes from new until 1989 when the car was sold to its second Austrian owner, who would keep it until 2012 (copies of Austrian registration documents are on file). In 2012 the car was sold via a German dealer to its first German owner, who in turn sold it to the current vendor, a very well-respected collector of fine cars based in Munich. Clearly this car has been looked after all its life, and recent expenditure includes the following:

- 2017: comprehensive service by Mercedes-Benz in Munich including a comprehensive brake service; repair of the power-assisted steering; cooling circuit overhaul; installing new engine mounts; check and repair of heating and ventilation system, etc for a total of €14,600
- 2018: overhaul of the automatic gearbox and further smaller repairs, again at Mercedes-Benz Munich €5,530
- 2018: installing safety belts at CarTech Knowledge, Ismaning near Munich €2,000
- 2020: dry ice blasting and repair of some rust on wheel arches including paint, again at CarTech €5,150
- 2021: service with some minor repairs at CarTech €3,050

So a total of more than €30,000 has been spent on the car since 2017. This stunning Coupé is offered with German registration documents; copies of the aforementioned invoices; Mercedes-Benz factory data card; and the previous Austrian registration document. A rare chance to purchase a European delivered, matching numbers/colours top-of-the-range 280 SE 3.5 Coupé that has been properly looked after.

€75,000 - 100,000
No Reserve



173

2010 FIAT 500 ABARTH R3T RALLY CAR

Chassis no. ZFA312000 00438767

- Rare limited-edition competition model
- Present private ownership since 2015
- Turbocharged 180bhp engine



The company founded by Carlo Abarth had first come to prominence in the 1960s as manufacturer of a series of giant-killing competition cars based on the diminutive FIAT Nuova 500, so it was inevitable that when the 21st Century version came along there would be an Abarth variant. In fact, since the current FIAT 500's arrival in 2007, coincidentally with the hitherto moribund Abarth brand's revival, there have been numerous Abarth-badged models, all offering improved performance and special styling features.

Offered here is an example of the FIAT 500 Abarth R3T competition version, which was introduced at the 51st Sanremo Rally. According to the manufacturer: "The Abarth 500 power unit features 1368 cm³ with a Garrett GT 1446 fixed geometry turbocharger capable of delivering a power of 180 HP (132 kW) at 5500 rpm. The gearbox is sequential, front meshing with 6 speeds and includes a multi-plate self-locking differential, twin-plate clutch and specific driveshafts. The 7" x 17" OZ asphalt rims are designed for 19/62-17 tyres.

The Brembo brakes are all disc, ventilated at the front with 4 callipers, solid disc at the rear with brake distributor and governor. The handbrake is hydraulic. The Abarth 500 is equipped with a special welded roll-bar integral with the body, the required safety devices and FIA type-approved seats with seat belts with 6 anchorage points. The weight is the lowest set by the regulations for this category: 1080 kg unladen."

Purchased by the vendor in 2015 for his exclusive private collection in Germany, this stunning rally car is certainly not for the faint-hearted. Indeed, this is a serious rally or track machine that will certainly put a smile on the face of the driver and his or her passenger. The car comes complete with a Certificate of Conformity issued by Abarth (although for a 99 kW engine); invoice for a competition engine from 2011 with the code 'ABA 5738660'; cancelled Italian registration documents; and a duplicate Italian CSAI passport from 2011. An independent specialist's report from 2015 (since when the car has seen minimal use) rates its condition as being 'good all round' (2).

€25,000 - 35,000

No Reserve



174 *

1969 MASERATI MEXICO 4700

Coachwork by *Carrozzeria Vignale*

Chassis no. AM 112/1 378

Engine no. see text

- *Delivered new to Switzerland*
- *An older restoration*
- *Present ownership since 2011*
- *Requires re-commissioning*



Named later in honour of Cooper-Maserati's victory in the 1966 Mexican Grand Prix, when John Surtees triumphed in the final round of that year's Formula 1 World Championship, the Mexico debuted at the 1966 Turin Motor Show. The new V8-engined sports car boasted elegant yet understated coachwork by Carrozzeria Vignale, Maserati's preferred coachbuilder at this time, and was intended for customers who wanted a luxurious four-seater but preferred something more sporting than the larger Quattroporte saloon.

Maserati's long-established four-cam V8 engine was employed in 4.7-litre form for the newcomer. Designed for competition, this robust unit had first been seen in the 450S sports-racer back in 1957 and made its road-car debut in that most celebrated of Maseratis: the 5000 GT. Progressively civilised for road use, the V8 arrived in 'production' form in the first Quattroporte of 1963 and would be the backbone power plant of the Maserati range throughout the 1960s and '70s. As installed in the Mexico, the 4.7-litre version produced 290bhp, which was good enough for a top speed of around 225km/h (140mph) though several sources quote speeds of around 240km/h (150mph). A more economical 4.2-litre (4200) version was available also, which despite having 'only' 260bhp on tap, was only a few kilometres per hour slower. Apart from its live rear axle, the Mexico's underpinnings were similar to the contemporary Quattroporte saloon's, featuring double wishbone independent front suspension, disc brakes all round, a ZF five-speed gearbox as standard and optional automatic transmission.

A subtle piece of styling - photographs do not do it justice - the Mexico afforded space for four adults and their luggage, while the well-equipped interior featured comfortable seating and an elegant dashboard with enough instruments and switches to make an airline pilot feel at home. On the road, the Mexico accomplished the difficult trick of offering both secure handling and a supple ride.

Production ceased in 1973 after 480 cars had been built, 305 of which had the 4.2-litre engine. These are numbers that make the contemporary Ghibli (1,274 built) seem mass produced by comparison.

This Mexico was delivered new to first owner Mr J Ostersetzer in Switzerland. The current vendor purchased the Maserati in January 2011 from dealer Hans Bezemer of Alphen aan den Rijn, Netherlands. At that time it was stated that the car had been completely restored in Italy in the late 1990s, and completely restored again in 2003-2005. The latter restoration was said to have been undertaken by Geert Jan Peeters of Kampen, Netherlands, while the engine rebuild was attributed to Giuseppe Gandini in Modena, Italy. The original engine was replaced for another 4.7 litre unit from another car, and the original automatic gearbox has been replaced with a more desirable manual gearbox. Stored since acquisition, the car will require re-commissioning before further use.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains within Belgium the reduced rate of Import VAT at 6% will be charged on the hammer price. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered country's rate. Import rates to other EU Countries may vary and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€60,000 - 90,000
No Reserve



175 *

1967 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Chassis no. DB6/2891/R
Engine no. 400/4413/SVC

- *Right- to left-hand drive conversion*
- *Desirable ZF five-speed manual gearbox*
- *Stored since acquisition in 2008*
- *Requires re-commissioning*



The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons, and thus considered by many to be the last 'real' Aston, the DB6 was introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows.

Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

"The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space," revealed *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had tested. "The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better."

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification, 11 horsepower more than in the DB5. A ZF five-speed manual gearbox was carried over from the latter, as was the option of Borg Warner automatic transmission, while 'Selectaride' driver-adjustable damping was standard equipment. The DB6 in Vantage trim could accelerate from 0-60mph in 6.0 seconds, 0-100 in 14.9 and attain a top speed of 152mph (244km/h) making it one of the fastest cars in the world (Autosport figures).





Motor clearly appreciated the power and poise of their test Vantage: “In an effortless way that few other cars can match, the DB6 makes an overall speed limit of 70mph look quite ridiculous. At its maximum speed of more than twice this, it is reassuringly stable, probably more so than many cars struggling to maintain their 70mph convoy speed. If you need to stop from high speed the brakes are outstandingly powerful, a point which really needs remembering if there is a less well endowed vehicle behind; and the handling in both wet and dry conditions is superior to all but a couple of the production two-seater sports cars we have tested.”

It is an irony that, having brought the original DB4 concept to perfection in the form of the DB6, Aston Martin chose to change direction with the larger DBS and successor V8-engined models. Today the accomplished DB6, despite being the most evolved and practical of the original DB family is also, somewhat paradoxically, the most affordable. Saloon production totalled 1,327 units, including seven shooting brake conversions by Harold Radford.

Chassis number ‘2891/R’ was originally manufactured in right-hand drive configuration but has since been converted to left-hand drive. The current vendor purchased the DB6 from Royal Automobile of La Baule, France in April 2008.

On file, a copy of the sale invoice describes the colour scheme as Oyster Shell with red leather trim, and lists the following equipment: ZF five-speed gearbox, stainless exhaust, power steering and tinted glass. Offered with copy French registration papers, the DB6 has been stored since acquisition and will require re-commissioning before returning to the road.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that if this vehicle remains within Belgium the reduced rate of Import VAT at 6% will be charged on the hammer price. Please note that if you purchase as an EU Company, the VAT amount will be calculated based on your registered country’s rate. Import rates to other EU Countries may vary and an administration fee will be charged to prepare the necessary customs clearances with the Bonhams Customs Agents. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

€160,000 - 220,000
No Reserve



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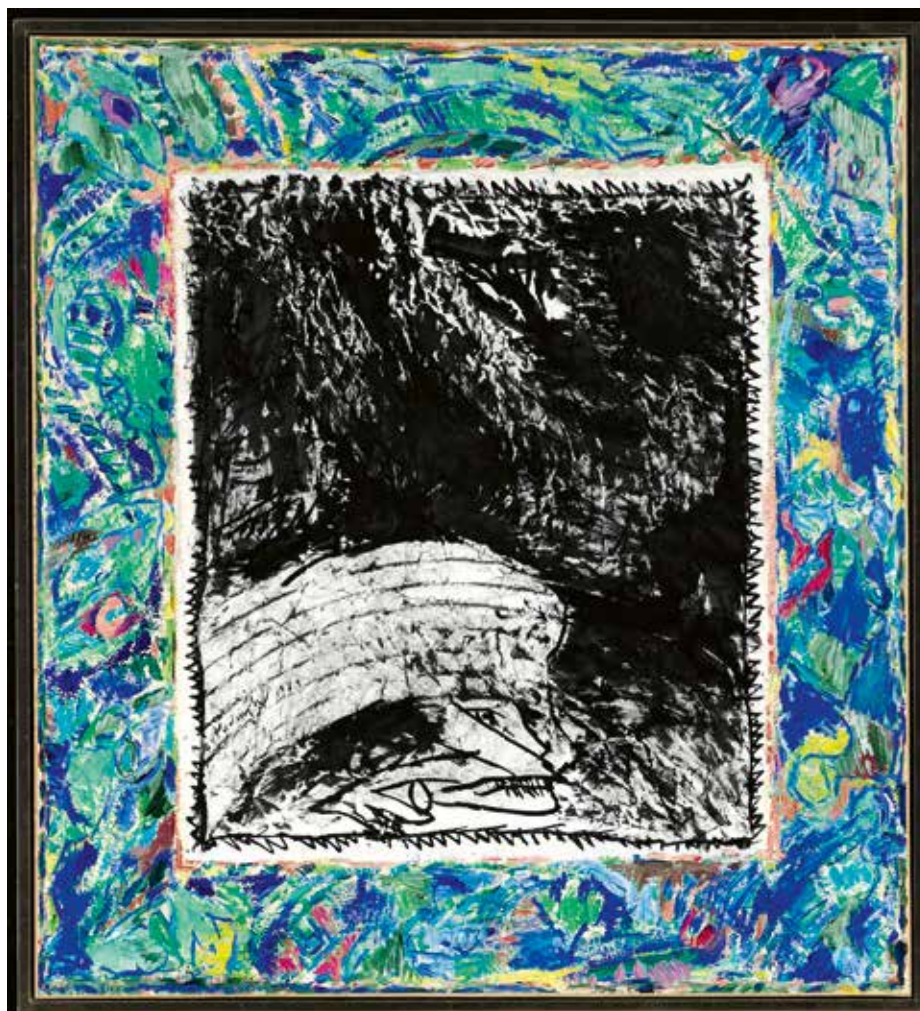


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Belangrijke CoBrA Veiling



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General Conditions

The text below is a free translation of the Algemene voorwaarden in Dutch. If there is a difference between the English version and the Dutch version of the conditions of sale, the English version will take precedence.

Any reference in these general conditions to "Bonhams" will be deemed a reference to Bonhams 1793 Ltd (hereinafter referred to as "Bonhams").

Bonhams acts as an agent of the vendor. The sales contract for the item auctioned publicly is agreed between the vendor and Buyer. The relationship between Bonhams and the Buyer is subject to these general conditions, as well as Important Information For Buyers and Sellers appended to this same catalogue. Bonhams will not be held liable for breaches committed by the vendor or Buyer.

DEFINITIONS OF THE WORDS AND EXPRESSIONS USED IN THE GENERAL CONDITIONS

In these General Conditions, the following terms and expressions will have the meaning indicated below:

- **"Acquirer"** or **"Buyer"** or **"Winning bidder"**: the person who makes the last bid, and to whom a Lot is awarded by the authorised auctioneer.
- **"Auctioneer"** or **"Authorised auctioneer"**: the representative of Bonhams 1793 Ltd who is authorised to conduct the auction.
- **"Bidder"** the party who bids during an auction sale or bidding, through an intermediary or representative of Bonhams 1793 Ltd.
- **"Lot"**: any item (goods or motor vehicles) included in the catalogue, or the list of added Lots, which are on view and to be presented for auction.
- **"Auction price"** or **"Hammer price"**: the price, excluding costs, given in the currency in which the sale takes place, at which a Lot is awarded by the authorised auctioneer to the Buyer.
- **"Reserve Price"**: the minimum price at which a Lot may be sold, as agreed between Bonhams and the Vendor.

Any Lot marked by the symbol (#) indicates that Bonhams has a financial interest in the Lot.

CONDITION OF LOTS

- Bonhams advises bidders to carefully examine the Lots on which they are interested in bidding prior to the auction. "Condition reports" on the condition of Lots are available on request from the relevant department.
- All information on the condition of a Lot in catalogue descriptions or "**condition reports**", as well as any oral declaration, is the expression of an opinion only. References in the catalogue description or condition reports regarding the condition of a Lot and its restoration or accident history, are given in order to draw the Buyers attention to these points.
- The condition of a Lot may vary between the time it is described in the catalogue and the time it is put on sale. Any material variation shall be announced at the time of sale.

AUCTIONS

- Any party wishing to bid before the sale must fill in a Bonhams bidder registration form. They must also present an official piece of identification, and address confirmation. The duly completed form, signed and dated, will be submitted to Bonhams before the sale commences, and a registration number will be assigned to each potential bidder.
- All bidders will be considered and assumed to be acting on their own behalf unless, before the sale, it has been expressly brought to the attention of Bonhams, in writing, that they are acting on behalf of a third party, and this third party has been approved by Bonhams. In this event both parties will be deemed by Bonhams jointly liable.
- Anyone who bids at the auction is understood to have read and accepted the conditions of sale.
- The sale shall take place in Dutch, which is the official legal language of the sale.
- Auctions are held in Euros. Conversions to different currencies displayed on an electronic board may be slightly different from the legal rate. Bonhams rejects any liability in the event of any malfunction or incorrect display. Only the amount of the last bid, as expressed by the auctioneer, must be taken into account.
- Bonhams reserves the right, at its entire discretion, to refuse participation in its auctions to any person.

- Estimates given by Bonhams are indicative in nature, and may not be deemed any guarantee of the auction price.

- If a reserve price has been fixed, the authorised auctioneer reserves the right to make bids on behalf of the vendor until the reserve price is reached.
- Bonhams may not be held liable in the event of sale of a Lot for which no reserve price has been established for a sum lower than that estimated.
- Bidding will be at the entire discretion of the auctioneer.

ABSENTEE BIDS

- Bonhams gives potential Buyers not attending the sale the option of making a telephone or absentee bid. For this purpose, forms are available on site and appended to the catalogue.
- Bonhams will not be liable for a failure or error in the execution of an absentee bid request. This option is merely a service provided free of charge to the potential Buyer.
- Where two identical absentee bids are received, the first bid received will take precedence.
- Bonhams will not be liable if the telephone connection fails for technical reasons, or an error or omission is made when executing your bid.

INCIDENTS AFFECTING THE SALE

- We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any Lot, to combine two or more Lots, to withdraw any Lot from a Sale and, before the Sale has been closed, to put up any Lot for auction again. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion.

SALE

- Sales are finalised once the auctioneer has struck his Hammer and pronounced the word “toegewezen” (“sold”).

- If the reserve price has not been met, the Lot will be finalised by the strike of a Hammer.

- On the fall of the Hammer, the Buyer must show the auctioneer the number allotted to them.

- After the sale, all risks pertaining to the Lot shall be transferred to the Buyer in full, unreservedly. It is the responsibility of the Buyer to have purchases insured. Bonhams rejects any liability for damage that the Buyer may suffer between the moment of sale and removal of the Lot in the event of breach of this requirement by the Buyer.

PAYMENT

- In addition to the Hammer price the Buyer agrees to pay Bonhams:

- A Buyer's Premium of 15% of the Hammer Price on each vehicle and automobilia item together with VAT at the standard rate.

- Additional costs or special taxes may be owed on certain Lots, on top of usual fees and taxes. This will be indicated in the sale catalogue or by an announcement made at the time of sale by the auctioneer.

- The Buyer must immediately pay the total purchase price, comprising the sale price and applicable fees and taxes.

- Bonhams reserves the right to retain Lots sold until full payment and effective encashment of the sales price, plus applicable fees and taxes.

- Payment may be made in cash up to a maximum of €3,000; and by bank transfers in euros. (See also Important Information For Buyers and Sellers).

SYMBOLS BESIDE LOT NUMBERS:

† VAT at the prevailing rate on Hammer Price and Buyer's Premium

Ω VAT on imported items at the prevailing rate on Hammer Price and Buyer's Premium

* VAT on imported items at a preferential rate of 6% on Hammer Price and the prevailing rate on Buyer's Premium

^{NMT} For the vehicles of less than 6 months old, or having travelled 6,000 km or less, VAT will be payable for EU citizens acquiring the aforementioned vehicle from another EU member state. These Lots will be marked with (NMT)

The prevailing rate of VAT at the time of going to press is 21% but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

COLLECTORS CARS

- The Buyer of a vehicle must carry out all necessary formalities, of any type whatsoever, to use it on public highways, pursuant to legislation in force. The winning bidder is presumed to be aware of this legislation, and under no circumstances may Bonhams be held liable for failure by the winning bidder to respect said formalities.

- It is the responsibility of the Buyer to inspect, before the sale, documents relating to the car they wish to purchase, in particular technical inspections and road documents.

- The mileage referred to in the description corresponds to that on the meter, and may not guarantee the real distance travelled by vehicles. Bonhams will not be liable if there is a discrepancy between the two.

- The year announced in the description of each Lot corresponds to the year on the road documents.

EXPORTING LOTS

- Temporary import: vehicles preceded by the symbol (Ω) or (*) beside the Lot number have been submitted by owners from outside the EU. Buyers must pay applicable VAT on top of their bids, which may be reimbursed to Buyers from outside the EU on presentation of export documents, received within three months of the sale date.

EXPORT LICENCE

- The application for a certificate for cultural items with a view to their free circulation outside Belgian territory (export licence) or any other administrative documents does not affect the payment obligation incumbent on the Buyer.

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- Pursuant to the literary and artistic property law, the sale of a work does not imply transfer of the right of reproduction and representation of the work.

LAW AND JURISDICTIONAL COMPETENCE

- This Agreement, any claim, dispute or difference concerning and any matter arising from, will be governed by and construed in accordance with English law.

- Each Party irrevocably agrees that the Courts of England will have exclusive jurisdiction in relation to any claim, dispute or difference concerning this Agreement and any matter arising from it save that Bonhams may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction.

- You irrevocably waive any right that you may have to object to an action being brought in the Courts of England or any other jurisdiction that Bonhams brings proceedings against you further to the preceding clause above, to claim that the action has been brought in an inconvenient forum or to claim that those courts do not have jurisdiction.

- The clauses in these general conditions are independent from each other. The nullity of one clause will not give rise to the nullity of another.

- Only the English version of these general conditions has legal force. Any version in another language will be deemed merely ancillary.

Algemene Voorwaarden

De onderstaande tekst is een vrije vertaling van de Algemene voorwaarden in het Engels. Indien er verschillen zijn tussen de Engelse versie en de Nederlandse versie van de verkoopvoorwaarden dan is de Engelse versie beslissend.

Ieder verwijzing in deze algemene voorwaarden naar "Bonhams" wordt geacht een verwijzing te zijn naar Bonhams 1793 Ltd. (hierna "Bonhams").

Bonhams treedt op als agent van de verkoper. Het verkoopcontract voor het object dat publiekelijk wordt geveild is overeengekomen tussen de verkoper en de koper. De relatie tussen Bonhams en de koper is onderhevig aan deze algemene voorwaarden evenals aan de Belangrijke informatie voor kopers en verkopers die als bijlage is bijgevoegd bij deze catalogus. Bonhams is niet aansprakelijk voor inbreuk door de verkoper of de koper.

DEFINITIES VAN DE WOORDEN EN UITDRUKKINGEN DIE GEBRUIKT WORDEN IN DE ALGEMENE VOORWAARDEN

In deze algemene voorwaarden hebben de volgende termen en uitdrukkingen de onderstaande betekenis:

- **"Verkrijger" of "koper" of "winnende bidder":** de persoon die het laatste bod doet en aan wie door de gemachtigde veilingmeester een kavel wordt toegewezen.

- **"Veilingmeester" of "gemachtigde veilingmeester":** de vertegenwoordiger van Bonhams 1793 Ltd. die gemachtigd is om de veiling te leiden.

- **"Bieder" is de partij die tijdens een veilingverkoop of tijdens het bieden een bod uitbrengt.** Dit kan ook gebeuren door middel van een tussenpersoon of door middel van een vertegenwoordiger van Bonhams 1793 Ltd.

- **"Kavel":** ieder object (goederen of motorvoertuigen) die zijn opgenomen in de catalogus of de lijst van toegevoegde kavels, die bezichtigd kunnen worden en die gepresenteerd worden voor de veiling.

- **"Veilingprijs" of de "hamerprijs":** de prijs, exclusief kosten, gegeven in de valuta waarin de veiling wordt gehouden en waartegen een kavel door de gemachtigde veilingmeester aan de bieder wordt toegekend.

- **"Limietprijs":** de minimum prijs waarvoor een kavel verkocht mag worden als overeengekomen tussen Bonhams en de verkoper.

Ieder kavel dat gemerkt is met een (#) symbool geeft aan dat Bonhams een financieel belang heeft bij dit kavel.

CONDITIE VAN DE KAVELS

- Bonhams adviseert bieders om de kavels waarop zij willen bieden voorafgaand aan de veiling zorgvuldig te inspecteren. "Conditierrapporten" over de conditie van de kavels zijn op verzoek beschikbaar van de relevante afdeling.

- Alle informatie over de conditie van een kavel in de beschrijving in de catalogus of de "conditierrapporten", evenals mondelinge verklaringen zijn uitsluitend een uitdrukking van een mening. Verwijzingen in de catalogusbeschrijving of conditierrapporten ten aanzien van de conditie van een kavel en de restauratie- of ongevallengeschiedenis worden enkel gegeven om de aandacht van de koper op deze bijzonderheden te vestigen.

- De conditie van een kavel kan variëren tussen de tijd waarop het wordt beschreven in de catalogus en de tijd dat het ter verkoop wordt aangeboden. Iedere belangrijke variatie zal op het moment van verkoop worden vermeld.

VEILINGEN

- Iedere partij die voorafgaand aan de verkoop een bod uit wil brengen dient een registratieformulier van Bonhams voor bieders in te vullen. Zij dienen tevens een officieel legitimatiebewijs en een bewijs van adres te overleggen. Het naar behoren ingevulde formulier moet ondertekend en gedateerd worden ingeleverd bij Bonhams voordat de verkoop begint en iedere mogelijke bieder zal een registratienummer ontvangen.

- Alle bieders worden verondersteld en zullen geacht worden op persoonlijke titel te bieden tenzij voorafgaand aan de verkoop uitdrukkelijk aan Bonhams schriftelijk bekend is gemaakt dat zij optreden namens een derde en deze derde door Bonhams is goedgekeurd. In dat geval zullen beide partijen hoofdelijk en gezamenlijk aansprakelijk worden gehouden door Bonhams.

- Iedereen die tijdens de veiling een bod uitbrengt wordt geacht de verkoopvoorwaarden gelezen en geaccepteerd te hebben.

- De verkoop zal plaatsvinden in het Nederlands, dat de officiële, wettelijke taal van de verkoop is.

- Veilingen worden gehouden in euro's. De omrekeningskoersen naar andere valuta die op een elektronisch bord worden weergegeven kunnen enigszins afwijken van de wettelijk vastgestelde omrekeningskoersen. Bonhams wijst alle aansprakelijkheid af in geval van een storing of een onjuiste weergave. Alleen het bedrag van het laatste bod als vermeld door

de veilingmeester geldt als beslissend.

- Bonhams behoudt zich het recht voor om geheel naar eigen inzicht de deelname door een persoon aan een van zijn veilingen te weigeren.

- Taxaties die door Bonhams worden verstrekt zijn alleen indicatief en mogen niet worden beschouwd als een gegarandeerde veilingprijs.

- Indien een limietprijs is vastgesteld dan behoudt de gemachtigde veilingmeester zich het recht voor om een bod te doen namens de verkoper tot de limietprijs bereikt is.

- Bonhams is niet aansprakelijk indien een kavel waarvoor geen limietprijs is vastgesteld verkocht wordt voor een bedrag dat lager is dan het getaxeerde bedrag.

- Het bieden geschiedt geheel naar goeddunken van de veilingmeester.

BIEDEN BIJ AFWEZIGHEID

- Bonhams biedt kopers die niet aanwezig kunnen zijn bij de veiling de mogelijkheid om per telefoon een bod uit te brengen of een bod uit te brengen bij afwezigheid. Hiervoor zijn formulieren beschikbaar op de locatie en ook bijgevoegd bij de catalogus.

- Bonhams is niet aansprakelijk voor een verzuim of een fout bij de uitvoering van verzoek om een bod bij afwezigheid. Deze mogelijkheid is uitsluitend een dienstverlening die gratis wordt aangeboden aan de potentiële koper.

- Waar twee gelijke biedingen bij afwezigheid worden ontvangen, zal het eerst ontvangen bod voorrang krijgen.

- Bonhams is niet aansprakelijk indien de telefoonverbinding niet werkt door een technische storing, of indien er een fout of een omissie optreedt bij het uitbrengen van uw bod.

INCIDENTEN DIE DE VERKOOP BEÏNVLOEDEN

- Wij kunnen geheel naar eigen inzicht een bod weigeren, een bod verhogen met een bedrag dat wij juist achten, een kavel opsplitsen, twee of meer kavels combineren, een kavel terugtrekken uit een verkoop en voordat de verkoop gesloten is ieder kavel opnieuw ter veiling aanbieden. De koper zal de bieder zijn die het hoogste bod doet dat acceptabel is voor de veilingmeester voor ieder kavel (onderhevig aan een eventuele limietprijs) voor wie het kavel wordt toegewezen door de veilingmeester na het vallen van de hamer van de veilingmeester. Ieder dispuut over het hoogste geaccepteerde bod wordt geheel naar eigen inzicht beslist door de veilingmeester.

VERKOOP

- De verkoop is gedaan op het moment dat de veilingmeester zijn hamer laat vallen en het woord "toegewezen" zegt.

- Indien de limietprijs niet gehaald is zal het kavel per hamerslag worden afgeslagen.

- Na het vallen van de hamer dient de koper de veilingmeester het aan hem/haar toegekende nummer te tonen.

- Na de verkoop zal alle risico met betrekking tot het kavel volledig en zonder voorbehoud overgaan op de koper. Het is de verantwoordelijkheid van de koper om het gekochte te verzekeren. Bonhams wijst alle aansprakelijkheid van de hand voor schade die de koper op kan lopen vanaf het moment van de verkoop tot de verwijdering van het kavel in het geval dat de koper geen gehoor geeft aan deze bepaling.

BETALING

- De koper komt overeen om Bonhams bovenop de hamerprijs het volgende te betalen:

- Een opgeld van 15% van de hamerprijs voor ieder voertuig of automobilia item samen met de BTW tegen het vastgestelde tarief.

- Voor bepaalde kavels kunnen extra kosten of speciale belastingen verschuldigd bovenop de gewone vergoedingen en belastingen. Dit zal worden aangegeven in de verkoopcatalogus of door middel van een aankondiging op het moment van verkoop door de veilingmeester.

- De koper dient onmiddellijk de totale aankoopprijs te voldoen die bestaat uit de verkoopprijs en de toepasselijke opgeldden en belastingen.

- Bonhams behoudt zich het recht voor om verkochte kavels terug te houden tot de volledige en effectieve betaling van de verkoopprijs, vermeerderd met de toepasselijke opgeldden en belastingen, heeft plaatsgevonden.

- Betaling kan gedaan worden met contant geld tot een maximum van € 3000; door middel van een debetkaart, onderhevig aan een toeslag van 3% op het totaal indien niet uitgegeven door een Belgische bank; door middel van een creditcard, onderhevig aan een toeslag van 3% van het totaal, of door middel van een bankoverschrijving in Euro. (Zie ook Belangrijke informatie voor kopers en verkopers).

SYMBOLLEN NAAST DE KAVELNUMMERS:

- † BTW tegen het geldige tarief op de hamerprijs en het opgeld
- Ω BTW op geïmporteerde kavels tegen het geldige tarief op de hamerprijs en het opgeld
- * BTW op geïmporteerde kavels tegen een voorkeurstarief van 6% op de hamerprijs en tegen het geldige tarief op het opgeld
- ^{NMT} Voor voertuigen jonger dan 6 maand oud of die slechts 6,000 kms of minder hebben gereden, zal BTW aangerekend worden voor EU-burgers die voorgenoemd voertuig aankopen komende uit een andere EU-lidstaat. Deze loten zullen worden aangeduid met (NMT)

Het momenteel geldige BTW -tarief op het moment van ter perse gaan is 21% maar is onderhevig aan wijziging door de overheid en het te betalen tarief zal het tarief zijn dat geldig is op de dag van aankoop.

AUTO'S VOOR VERZAMELAARS

- De koper dient alle vereiste formaliteiten te vervullen van welke aard dan ook die op dat moment wettelijk van kracht zijn om gebruik te maken van het gekochte op de openbare weg. De winnende bieder wordt verondersteld bekend te zijn met de toepasselijke wetgeving en Bonhams is onder geen enkele omstandigheden aansprakelijk voor nalatigheid door de winnende bieder zich aan de genoemde formaliteiten te houden.

- Het is de verantwoordelijkheid van de koper om voorafgaand aan de verkoop de documenten te inspecteren van de auto die zij wensen te kopen, met name de technische inspecties en de registratiedocumenten.

- Het aantal gereden kilometers in de beschrijving komt overeen met het aantal op de kilometerteller en biedt geen garantie van het werkelijk aantal met de auto gereden kilometers. Bonhams accepteert geen aansprakelijkheid indien er een verschil is tussen de twee.

- Het jaar dat vermeld wordt in de beschrijving van ieder kavel komt overeen met het jaar op de registratiedocumenten.

KAVELS EXPORTEREN

- Tijdelijke invoer: voertuigen die worden vooraf gedaan door het symbool (Ω) of (*) naast het kavelnummer zijn ter beschikking gesteld door eigenaren buiten de EU. Kopers dienen bovenop hun bod de verschuldigde BTW te voldoen die kan worden vergoed aan kopers van buiten de EU na overlegging van de exportdocumenten die binnen drie maanden na de verkoopdatum opVATngen moeten zijn.

EXPORTVERGUNNING

- De aanvraag van een certificaat voor culturele stukken met als doel de vrije circulatie daarvan buiten België (exportvergunning) of andere administratieve documenten is niet van invloed op de betalingsverplichting van de koper.

AUTEURSRECHTEN

- Bonhams is eigenaar van het auteursrecht op de catalogus. Reproductie is niet toegestaan zonder schriftelijke toestemming van Bonhams.

- In zijn capaciteit als publieke verkoopveiling heeft Bonhams een vrijstelling met betrekking tot de reproductie van kunstwerken in zijn verkoopcatalogus, zelfs waar het auteursrecht nog niet in het publieke domein verkeert.

- Ingevolge de literaire en kunstzinnige eigendomsrechten impliceert de verkoop van een werk niet de overdracht van het recht van reproductie en representatie van het werk.

WET EN JURISDICTIE

- Deze overeenkomst en iedere vordering, dispuut of verschil met betrekking tot deze overeenkomst en iedere zaak op grond van deze overeenkomst is onderhevig aan en zal worden begrepen in overeenstemming met de Engelse wet.

- Iedere partij komt onherroepelijk overeen dat de rechtbanken in Engeland exclusieve jurisdictie zullen hebben met betrekking tot iedere vordering, dispuut of verschil van mening aangaande deze overeenkomst en alle zaken die daaruit voortvloeien, tenzij Bonhams verkiest om gerechtelijke stappen tegen u te ondernemen bij een andere bevoegde rechtbank voor zover toegestaan door de wetten van het toepasselijke rechtsgebied.

- U doet onherroepelijk afstand van enig recht dat u hebt om bezwaar te maken tegen gerechtelijke stappen die Bonhams tegen u onderneemt bij de rechtbanken in Engeland of in enige andere jurisdictie op grond van de bovenstaande clausule door deze aan te vechten op basis van exceptie van onbevoegdheid of door de jurisdictie van die rechtbanken aan te vechten.

- De clausules in deze algemene voorwaarden zijn onafhankelijke van elkaar geldig. De niet-geldigheid van een clausule zal geen gevolgen hebben voor de geldigheid van de andere clausules.

- Uitsluitend de Engelse versie van deze algemene voorwaarden zal beslissend zijn. Iedere versie in een andere taal wordt beschouwd als ondergeschikt.

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Registration and Bidding Form

(Attende / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

| | | | |
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|--|--|--|--|

Paddle number (for office use only)

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If successful

I will collect the purchases myself

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

| | |
|----------------------------|--------------------------------------|
| Sale title: The Zoute Sale | Sale date: 9 October 2022 |
| Sale no. 27528 | Sale venue: Knokke-Le Zoute, Belgium |

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

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|---|--|
| €10 - 200by 10s | €10,000 - 20,000by 1,000s |
| €200 - 500by 20 / 50 / 80s | €20,000 - 50,000by 2,000 / 5,000 / 8,000s |
| €500 - 1,000by 50s | €50,000 - 100,000by 5,000s |
| €1,000 - 2,000by 100s | €100,000 - 200,000by 10,000s |
| €2,000 - 5,000by 200 / 500 / 800s | above €200,000at the auctioneer's discretion |
| €5,000 - 10,000by 500s | |

The auctioneer has discretion to split any bid at any time.

| | |
|---|--|
| Customer Number | Title |
| First Name | Last Name |
| Company name (to be invoiced if applicable) | |
| Address | |
| | |
| City | County / State |
| Post / Zip code | Country |
| Telephone mobile | Telephone daytime |
| Telephone evening | Fax |
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| By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses. | |
| I am registering to bid as a private buyer <input type="checkbox"/> | I am registering to bid as a trade buyer <input type="checkbox"/> |
| If registered for TVA in the EU please enter your registration here: □□ / □□□ - □□□□ - □□ | Please tick if you have registered with us before <input type="checkbox"/> |

Please note that all telephone calls are recorded.

| Telephone or Absentee (T / A) | Lot no. | Brief description | MAX bid in EUR (excluding premium & TVA) | Covering bid* |
|-------------------------------|---------|-------------------|--|---------------|
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Bike Index

| Lot no | Year | Model |
|--------|------|--|
| 15 | 1997 | Aprilia 650cc 'Starck' Moto 6.5 |
| 19 | 1988 | BMW R80G/S Paris-Dakar |
| 16 | 1990 | BMW 980cc K1 |
| 11 | 1972 | Honda Z50A Monkey Bike |
| 10 | 1978 | Honda ST50 Dax K3 |
| 12 | 2004 | Honda Z50 'Freddie Spencer' Monkey Bike |
| 14 | 2017 | Honda Monkey Bike 50th Anniversary Special |

LOT 147

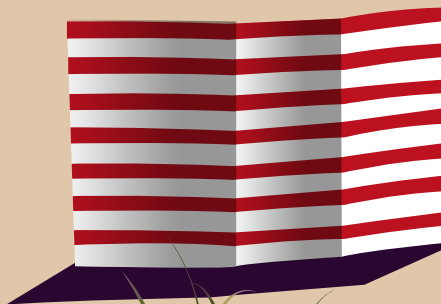
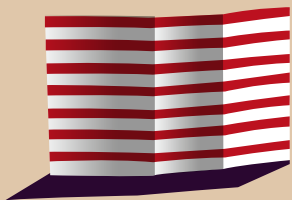
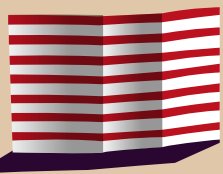
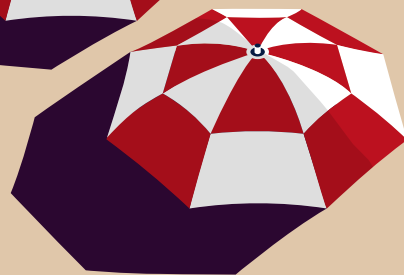
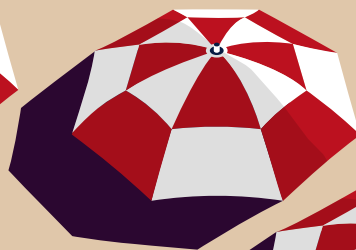
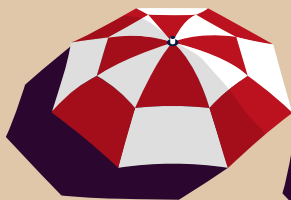
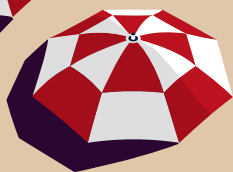
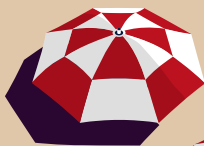
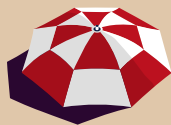
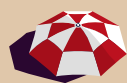
1985 FERRARI 288 GTO



Motor Car Index

| Lot no | Year | Model | Lot no | Year | Model |
|--------|------|--|--------|---------|---|
| 116 | 1958 | AC Ace Bristol Roadster | 124 | 1957 | Lancia Aurelia B24S Cabriolet |
| 164 | 1958 | AC Aceca Bristol Coupé | 166 | 1967 | Lamborghini 400 GT 2+2 |
| 162 | 1948 | Alfa Romeo 6C 2500 SS Cabriolet | 110 | 1968 | Lamborghini Miura P400 |
| 112 | 1952 | Aston Martin DB2 Vantage Drophead Coupé | 160 | 1970 | Lamborghini Espada Series II Coupé |
| 105 | 1958 | Aston Martin DB MK III Sports Saloon | 140 | 1992 | Lancia Delta Integrale Evoluzione |
| 143 | 1962 | Aston Martin DB4 Series IV Special Series Coupé | 153 | 1952 | Land Rover Series I 80" 4x4 Utility |
| 133 | 1962 | Aston Martin DB4 Series IV Cabriolet | 174 | 1969 | Maserati Mexico 4700 |
| 175 | 1967 | Aston Martin DB6 Vantage Sports Saloon | 115 | 1974 | Maserati Bora 4.9-litre Coupé |
| 169 | 1995 | Aston Martin Virage 5.3 Limited Edition | 128 | 2009 | Maserati Bellagio Fastback Touring Shooting Brake |
| 108 | 2007 | Aston Martin Vanquish S Ultimate | 150 | 2006 | Maybach 62S Saloon |
| 159 | 1955 | Austin-Healey 100/4 BN2 Roadster | 152 | 1955 | Mercedes-Benz 300 SL Gullwing |
| 123 | 1939 | BMW 327/328 Sports Cabriolet | 168 | 1959 | Mercedes-Benz 190 SL Convertible |
| 136 | 1957 | BMW 507 Series I Roadster | 170 | 1968 | Mercedes-Benz 280 SL 'Pagoda' |
| 158 | 1924 | Bugatti Type 30 Torpedo | 144 | 1970 | Mercedes-Benz 280 SE 3.5 Cabriolet |
| 142 | 1959 | Cadillac Series 62 De Ville Convertible | 172 | 1970 | Mercedes-Benz 280 SE 3.5 Coupé |
| 138 | 1964 | Citroën 2CV 'Sahara' AZ 4x4 | 109 | 2009 | Mercedes-Benz SLR McLaren 722 S Roadster |
| 132 | 1964 | Citroën DS19M Décapotable | 129 | 2008 | Mercedes-Benz SLR McLaren Roadster |
| 137 | 1990 | Citroën 2CV6 Club | 117 | 2009 | Mercedes-Benz SL65 AMG Black Series |
| 121 | 1964 | Facel Vega Facel II | 146 | 2011 | Mercedes-Benz SLS AMG Coupé |
| 120 | 1961 | Ferrari 250 GT Series II Cabriolet | 134 | 2014 | Mercedes-Benz AMG G-63 6x6 |
| 118 | 1962 | Ferrari 250 GTE Series II Coupé | 139 | 1954 | MG Midget TF Roadster |
| 130 | 1963 | Ferrari 250 GT/L 'Lusso' Berlinetta | 119 | 1957 | Porsche-Zagato 356 Speedster 'Sanction Lost' |
| 145 | 1966 | Ferrari 330 GT 2+2 Series 2 Coupé | 135 | 1967 | Porsche 911 'S' 2.0-Litre SWB Soft Window Targa |
| 114 | 1972 | Ferrari 365 GTC/4 Coupé | 154 | 1970 | Porsche 911T 2.2-Litre Coupé |
| 127 | 1979 | Ferrari 308 GTB 'Dry Sump' | 131 | 1971 | Porsche 914/6 |
| 147 | 1985 | Ferrari 288 GTO | 149 | 1972 | Porsche 911 Carrera 2.7 RS Touring Coupé |
| 111 | 1992 | Ferrari 512 TR | 104 | 1997 | Porsche 911 Type 993 Turbo 'X50' Coupé |
| 148 | 2010 | Ferrari 599 GTO | 167 | 2000 | Porsche 911 Type 996.1 GT3 Clubsport Coupé |
| 103 | 1962 | FIAT 500D 'Trasformabile' | 125 | 2004 | Porsche Carrera GT |
| 102 | 1966 | FIAT Abarth 595 | 107 | 2017 | Porsche 911 Type 991.2 Turbo S Coupé |
| 101 | 1970 | FIAT 500 'Giardiniera' | 161 | 1970 | Renault Alpine A110 1600 S Group 4 |
| 173 | 2010 | FIAT 500 Abarth R3T Rally Car | 151 | 1962 | Rolls-Royce Silver Cloud II Drophead Coupé |
| 156 | 1957 | Jaguar XK150 Bertone Coupé | 163 | 1964 | Rolls-Royce Phantom V Seven-Passenger Limousine |
| 141 | 1962 | Jaguar E-Type Series 1 3.8-Litre 'Flat Floor' Roadster | 126 | 2010 | Rolls-Royce Phantom Coupé |
| 157 | 1967 | Jaguar E-Type Series 1 4.2-Litre Coupé | 106 | 2010 | Rolls-Royce Phantom Drophead Coupé |
| 165 | 1972 | Jaguar E-Type Series 3 V12 Roadster | 155 | 2013 | Rolls-Royce Phantom EWB Saloon |
| | | | 122 | 2015/20 | Rolls-Royce 'Silver Spectre' Shooting Brake |
| | | | 171 | 1965 | Volkswagen Type 2 (T1) 21-Window Deluxe Microbus |





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