



PADDOCK CLUB

Bonhams|Cars

Auction Partner of Formula 1 Paddock Club™



ON THE GRID

THE ABU DHABI AUCTION

Yas Marina Circuit

25 November 2023



LOT 19 P Ω

*The Ex-Mario Andretti Formula 1 World Championship-clinching,
Ex-Carlos Reutemann Monaco Grand Prix 3rd-placed*

1978 LOTUS-COSWORTH FORD TYPE 79 'JOHN PLAYER SPECIAL'





Dear Race Fans, Collectors and Car Lovers,

On behalf of Bonhams|Cars I am delighted to welcome you to ON THE GRID: THE ABU DHABI AUCTION.

Together with our partner, Formula 1 Paddock Club™ and our hosts Ethara, operators of the world-class Yas Marina Circuit, we are extremely excited to be presenting this ground-breaking sale at the FORMULA 1® ETIHAD AIRWAYS ABU DHABI GRAND PRIX 2023.

This historic auction marks the debut of a longer collaboration, and we look forward to bringing together the global collector car audience with the world of F1, providing them with the chance to view and potentially, acquire their own piece of motorsport and automotive history.

My special thanks go to Stefano Domenicali, CEO of Formula 1 Group™, Jonny Haworth, Director of Commercial Partnerships at Formula 1®, Saif Rashid Al Noaimi, CEO of Ethara, Steven Umbreville, Commercial Executive Director at Ethara, and to Faris Al Munaiei, CEO of The Stables who will provide the host venue for the car exhibition ahead of the auction.

This opportunity for all of us to work together creates a perfect platform showcasing the beauty of classic cars alongside the most technologically advanced automotive machinery on the planet. We have sourced an exciting and varied selection of collectors' cars including some iconic F1 cars, fabulous highlights fresh to the market with a particularly strong accent on quality rather than quantity and with several lots offered without reserve.

And while not everyone will have the good fortune to drive away in one of these fantastic cars; this partnership gives all race attendees the opportunity to view these wonderful pieces of automotive art up close over the GP weekend. We invite you all to join us on the F1 Grid on Saturday 25 November after Qualifying for what proves to be a spectacular evening.

With best regards,

Maarten ten Holder
Managing Director, Bonhams|Cars

ON THE GRID

THE ABU DHABI AUCTION

Yas Marina Circuit | Saturday 25 November 2023 at 20:30

**Bonhams Auction –
Sole Proprietorship L.L.C.**
Level 1, Al Bateen Tower C6 Bainunah
ADIB Building, Street 34
Abu Dhabi, United Arab Emirates

PRIVATE VIEWING
(by appointment only)
Thursday 9 to Sunday 19
November 2023

The Stables
Opening times
Monday to Saturday
09:00 to 13:00 &
15:00 to 19:00

Appointment contact
Richard Salvius
r.salvius@thestables.ae
+971 507 966 013

PUBLIC VIEWING
**(please see page 4 for
access information)**
Thursday 23 November 2023
12:00 to 19:30

**Conditional access on Friday and
Saturday please see page 4 for full
information**
Friday 24 November 2023
Saturday 25 November 2023

AUCTION
Saturday 25 November 2023
20:30

AUCTION NUMBER
28793

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ACKNOWLEDGEMENTS

We would like to thank the following for
helping us with this catalogue and auction:

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Formula 1 Group™**
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Bonhams | Cars

Auction Partner of Formula 1 Paddock Club™



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Auction Information

Access to Exhibition/Auction

BonhamsCars has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person

Private Viewing (by appointment only)

Thursday 9 to Sunday 19 November 2023

The Stables

Opening times: Monday to Saturday
09:00 to 13:00 & 15:00 to 19:00

Appointment contact

Richard Salvious
r.salvious@thestables.ae
+971 507 966 013

Preview

Thursday 23 November 2023

For F1 Ticket Holders & Non F1 Ticket Holders
from 12 noon to 7pm

Friday 24 November 2023

For F1 Ticket Holders from 12noon to 8pm
For Non F1 Ticket Holders, limited to Registered
Bidders & Guest only from 8pm to 10pm

Saturday 25 November 2023

For F1 Ticket Holders from 12noon to 5pm &
from 8pm to 11pm
For Non F1 Ticket Holders, limited to Registered
Bidders & Guest only from 8pm to 11pm

Access to Preview & Sale

Accreditation Collection

For Non F1 Ticket Holders

Please note that you must receive your accreditation before arriving at the Circuit.

Accreditation to be collected at IBIS Hotel
(Hotel Novotel Ibis 222 Al Maqta Rabdan Area
POB 92156 Abu Dhabi)
Welcome Desk or by request in advance sent to
Lauren Wear: lauren.wear@bonhamscars.com

Entrance via West Entrance, gate 20 then via
Paddock Club Tunnel

For F1 Ticket Holders

F1 Race Ticket Holders & Ethara Hospitality Guests

Entrance via West Entrance, gate 20 then via
Paddock Club Tunnel

Accreditation to be collected at Oasis Fan Zone
BonhamsCars Registration Desk

F1 Paddock Club Ticket Holders

Entrance via East Entrance

Accreditation to be collected at The Stables Gallery
or Paddock Club Registration Desks

Auction & Estimates

The Auction will be held as a traditional auction with audience space reserved for registered bidders and guests. The Auction will also be streamed online for public viewing.

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer's Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the Sale.

Registering to Bid

All prospective bidders and buyers are required to register for the sale in order to bid. To register for the sale, please contact bids@bonhams.com / +44 20 7447 7447 or visit the sale page via our website www.bonhamscars.com/onthegrid. Alternatively please follow the instructions on the Bidder Registration Form at the back of the catalogue. Please note that we may require additional bankers references in order to complete your registration.

Further to registering in order to bid, you will be required to provide photographic identification (passport or driving licence) and proof of address (utility bill/bank statement). In addition, for a company registration please provide a copy of the Certificate of Incorporation, a letter confirming authority to act plus ID of the person acting on behalf of the company, and written confirmation of the company's UBOs owning 25% or more of the share capital in that company.

Methods of Bidding

In Person Bidding: Registered bidders are permitted to bid in person. After registering, you can collect a bidders paddle at our Registration Desk.

Online Bidding: Watch the auction online and submit real time bids from www.bonhamscars.com/onthegrid

App Bidding: Download now for android and iOS.

You will be required to provide a valid credit card in your name which must be verified before you are able to place bids. If you are placing bids on behalf of a company, please ensure you indicate this when registering.



Telephone Bidding: Bid via telephone during the auction with a BonhamsCars representative. To ensure availability, telephone bids must be arranged 24 hours prior to the auction. BonhamsCars will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a BonhamsCars' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

Please note Lots marked with this symbol P require special registration formalities. Please see the Lot symbols key for further information.

To reach our Client Services Department for more information and for registration, please call +44 (0) 20 7447 7447 or email bids@bonhams.com

To view the auction live, please go to
www.bonhamscars.com/onthegrid

Buyer's Premium

Bonhams will charge buyers a buyer's premium of 15% +VAT on the final hammer price for each lot purchased.

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.

VAT & Lots Under Customs Bond

Certain symbols are used to denote that additional VAT is due on the hammer price in addition to the buyer's premium. Please see the Lot Symbols Key for further information.

To submit a claim for refund of VAT, FTA require lots to be exported from the UAE within strict deadlines. For lots on which Import VAT has been charged (marked in the catalogue with a Ω) lots must be exported within 30 days of Bonhams' receipt of payment and/or within 90 days of the date of the Sale, whichever is the earlier.

For all other lots, export must take place within 90 days of the sale date.

VAT at the prevailing rate (currently 5%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis. If you are planning to export please make the department aware.

Further export costs, duties and VAT may be applicable, depending on the country of destination. The responsibility to meet these charges rest with the buyer.

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

Vehicle Keys and Historical Documents

All available history files are accessible for inspection during the view. All available registration documents are held within a separate file at the documents desk during the auction. To view this document please ask a member of staff.

Vehicles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy themselves as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such items.

Lot Symbols Key

Ω Omega: This vehicle is under customs and will require additional VAT/Duty charged on the hammer price in order to import it into the country of sale. Please note that other countries may have different import/customs rates and advice on these should be obtained from your preferred transporter.

† Dagger: Lots offered by a company liable to VAT and will have local VAT being applied on the Hammer Price.

P Purple Paddle Lots / Restricted Bidding: Please note that special formalities are required should you wish to bid on Lots marked with this symbol P Contact Client Services at +44 (0) 20 7447 7447 or bids@bonhams.com in advance of the sale. Please also note Online Bidding is not available for these Lots, unless pre approved before the sale, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.

Post Auction Guide

Conditions of Sale

We recommend you read carefully the Conditions of Sale printed in this catalogue under which this Sale is conducted.

Bonhams|Cars strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending the preview or by scheduling a virtual preview appointment with a specialist. Please contact the department for inquiries and scheduling.

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

HSBC
Bonhams 1793 Ltd
USD account
IBAN GB69HBUK40127676192181
BIC HBUKGB4B

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. Bonhams are unable to accept third party payments.

Registration & Vehicle Documents

For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams|Cars retains and updates all registration documents to manage and complete the transfer of ownership.

All historical documents and accompanying items will be shipped either with the vehicles or from Bonhams|Cars' offices.

For general document enquiries and updates please contact: katie.barnet@bonhamscars.com

Exporting your Purchase

If you are planning to export your purchased vehicle please alert the Sale Administration Manager and advise who will be handling your transport.

If you are shipping with a Bonhams|Cars preferred shipper

If you decide to ship with a Bonhams|Cars preferred shipper, Bonhams|Cars shall zero-rate your invoice of all VAT, although you are responsible for all export deadlines being met. For further information of Bonhams|Cars preferred shippers, please contact the Sale Administration Manager.

If you are shipping with a Third Party shipper

If you choose to ship with a third party shipper, Bonhams will require your invoice to be settled inclusive of all VAT. The VAT will be refunded to you on receipt of valid Proof of Export. To submit a claim for refund of VAT, the lot is legally required to be exported within strict deadlines. For lots on which Import VAT has been charged (marked in the catalogue with a Ω) lots must be exported within 30 days of Bonhams' receipt of payment and/or within 90 days of the date of the Sale, whichever is the earlier. For all other lots export must take place within the same stated timeline.

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.

Neither Bonhams, nor their agents, will be liable for any damage or loss that the lot may suffer from the fall of the auction hammer

Collections

Collection of Purchases

Purchases can only be released when cleared funds have been received and the release has been authorised by Bonhams.

Collection of vehicles is available by appointment only - whether you intend on driving the car away from storage or are using a vehicle transport company.

Vehicles will not be available for collection on Sunday 26 November and Monday 27 November due to restrictions of the weekend. Vehicles will be available for release, providing receipt of cleared funds have been received from Tuesday 28 November. All vehicle collections must be co-ordinated via our transport representatives, The Stables.

Please note that following the sale a Bonhams|Cars representative will reach out to Buyers directly regarding plans for onward shipping and storage.

If Bonhams|Cars hasn't received any response, please note that your purchase may be removed to a temporary storage facility by our shipping and storage partner The Stables. This movement may incur a charge.

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

Payment of the storage charges and any relevant transport must be arranged with The Stables.

Transport, Customs & Storage Partner

A representative of The Stables will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

The Stables
Yas, West Entrance
Yas Marina Circuit
Yas Island
Abu Dhabi
United Arab Emirates

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Storage charges

700 AED+ VAT per Vehicle per week
Storage charges will commence from Friday 1 December 2023.

Customs

For all enquiries relating to Customs, be they administrative or legal, please contact The Stables (details above).

Please note that all Lots under customs bond regardless if they are to be imported or exported will be processed by The Stables.

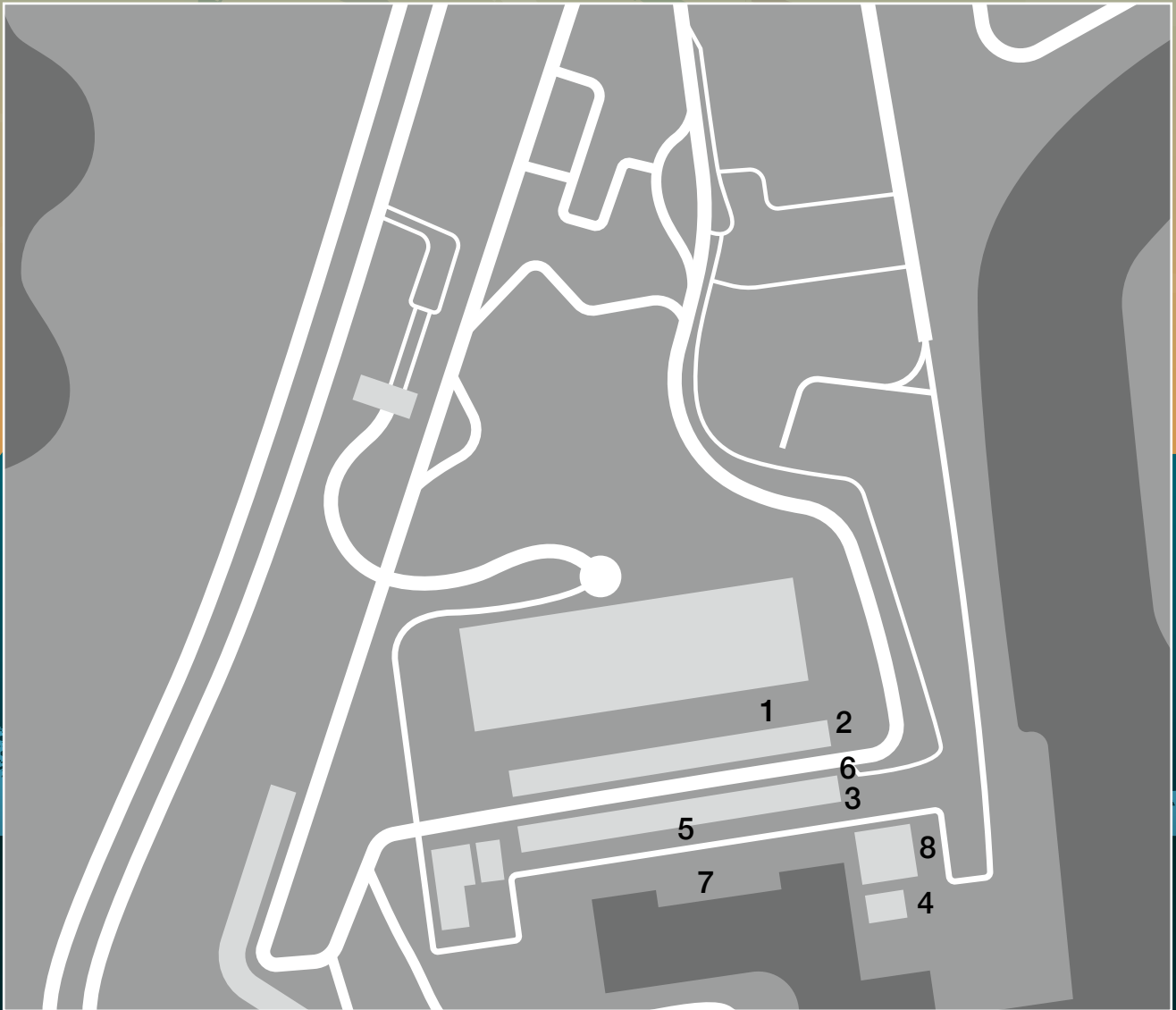
Buyers may have an authorized agent collect their purchases according to the collection deadline. It is the buyer's responsibility to ensure that their designated agent has the auction venue details, bill of lading showing where the lot will be transported and proof of the buyer authorization for collection of the lot(s).

Buyers and/or their agent are responsible for collecting all available parts, logbooks, title, keys and any other accompanying documents.

ON THE GRID

THE ABU DHABI AUCTION

Where to find us



1. Oasis Formula 1™ Fan Zone - Bonhams|Cars marquee - 5 cars on view
2. Formula 1 Paddock Club™ Tunnel Entrance
3. Main Entrance to Formula 1 Paddock Club™
4. The Stables - Bonhams|Cars main preview - 26 cars on view
5. Formula 1 Paddock Club™
6. Grid Access for Sale Day via Formula 1 Paddock Club™
7. Formula 1 Paddock Club™ by Race Control - 3 cars on view
8. Formula 1 Paddock Club™ Shuttle drop off

FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX 2023 TIME TABLE

FRIDAY 24 NOVEMBER 2023

13:30 - 14:30

FIRST PRACTICE SESSION

17:00 - 18:00

SECOND PRACTICE SESSION

SATURDAY 25 NOVEMBER 2023

14:30 - 15:30

THIRD PRACTICE SESSION

18:00 - 19:00

QUALIFYING SESSION

20:30 - 23:00

BONHAMS|CARS

ON THE GRID: ABU DHABI AUCTION

SUNDAY 26 NOVEMBER 2023

17:00* - 19:00

FORMULA 1 ETIHAD AIRWAYS
ABU DHABI GRAND PRIX 2023
(58 laps or 120 mins)

Times may be subject to change

*Time refer to the start of the formation lap

Bonhams|Cars International Motoring Team

UNITED KINGDOM



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Louis Frankel



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Motor Cars

Lots 1 - 35

20:30

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



LOT 23 Ω

One owner and delivery mileage

2022 FORD GT 'CARBON EDITION'



2020 MERCEDES-BENZ SLR CHILD'S CAR

- *Child-sized tribute to the famous 300 SLR sports-racer*
- *52cc two-stroke engine*
- *Centrifugal clutch*
- *Recently restored and improved*



Offered here is a child-sized copy of one of the most celebrated sports cars in motor racing history: the Mercedes-Benz 300 SLR. Seven years after the end of WW2, Mercedes had returned to international competition, winning the Le Mans 24-Hour race and Carrera Panamericana in 1952 with the Type 194 sports-racer. The W194's successes notwithstanding, its 3.0-litre six-cylinder engine was derived from that of a production model: the 300 saloon; clearly, something with greater potential would be required if Mercedes-Benz were to remain competitive with the Ferrari and Jaguar opposition. Enter the 300 SLR.

For their new sports-racer Mercedes drew heavily on the design of its contemporary Formula 1 car, the W196, which had taken the 1954 Drivers' World Championship courtesy of Juan Manuel Fangio. Thus the 300 SLR inherited the W196's monoposto space-frame chassis, modified to provide accommodation for two, and its straight-eight engine, the latter enlarged from 2.5 to 3.0 litres. Featuring desmodromic (positive closure) valve gear and Bosch mechanical fuel injection, the 300 SLR's engine produced 296bhp, with power taken from the centre of the crankshaft to reduce torsional stress. Canting over at an angle of 53 degrees (as in the W196), the engine was set back in the chassis for better weight distribution.

The aerodynamic body was made of lightweight Elektron magnesium alloy, while one of its most interesting features, developed for use at Le Mans, was a large air brake that would be deployed to help slow the car from high speed.

Suspension was independent all round by means of double wishbones at the front and swing axles at the rear; too large to fit within the 16" wheels, the drum brakes were mounted inboard at both ends.

In a tragically shortened career, the 300 SLR entered six races in 1955, winning five and being withdrawn from the other. Wins were secured at the Mille Miglia in Italy, this being the famous Moss/Jenkinson victory; the Tourist Trophy at Dundrod in Ireland; the Targa Florio in Sicily; the Eifelrennen in Germany; and the Swedish Grand Prix, a record good enough to bring Mercedes-Benz the 1955 World Sportscar Championship.

Built in 2020, this child's car has been restored and improved recently by our vendor to reflect the real 300 SLR more faithfully. Described by them as in excellent condition, this stunning child's car is powered by a 52cc two-stroke engine, while other noteworthy features include a centrifugal clutch, opening bonnet and boot, and working headlights.

\$20,000 - 30,000

No Reserve

Please note that this lot is subject to VAT on the hammer price.

PORSCHE 917K JUNIOR CHILD'S CAR

- Faithful tribute to the iconic 917 'Kurzheck' Porsche
- 72% life size
- Hand made in the UK
- 230cc electric-start Honda engine
- Hydraulic brakes



The FIA's changes to the rules for international sports car racing would result in one of the most famous sports prototypes of all time: the iconic Porsche 917K. Porsche green-lighted the project when the minimum number of cars required for the 5-litre class was reduced from 50 to 25, and development began in 1968. All of Porsche's previous road and competition cars had been air cooled, so this was adopted for the 917's flat-12 engine, which in its initial form used the cylinders and pistons from the eight-cylinder 3.0-litre 908 for a capacity of 4.5 litres. A reliable 590bhp was available by the end of 1969, while the later, full 5.0-litre units produced 630 horsepower. The original five-speed gearbox being disliked by the drivers (it had a narrow gate), a more easily managed four-speed unit was usually preferred.

The engine and transmission went into a tubular steel chassis, and in its original langheck (long-tail) form the 917 featured extended rear bodywork. The latter was not a success, although the Elford/Attwood 917 long-tail came close to winning the 1969 Le Mans, and it would take time before Porsche arrived at the definitive kurzheck (short-tail) design that it would use from 1970 onwards. By this time Porsche had contracted the works racing programme to John Wyer's Gulf Oil-sponsored J W Automotive team, while Porsche Konstruktionen of Salzburg, Austria ran its own 917Ks. Over the course of the 1970 and 1971 seasons, the Porsche 917 dominated international sports car racing, winning an unprecedented 14 races in total: 11 going to the JWA cars, two to Martini International, and one to Porsche Konstruktionen.

Given the Porsche 917K's exceptional competition pedigree, not to mention its gorgeous lines, what child would not be delighted to drive one of these wonderful cars? This car was developed using a 3D scan of the original 1970 Porsche 917, chassis '917.026' with Gulf livery. Hand made in the United Kingdom, the 917K Junior features engineering worthy of a full-size car, simply scaled down to 72% life size. Finished in Porsche Gulf livery, the Junior is powered by a key-start, 230cc, 9bhp Honda petrol engine and is capable of speeds of up to 45km/h (28mph). Hydraulic brakes bring the car to a stop. The 917 Junior will suit drivers from as young as five years old up to fully grown adults (with the child's seat removed). *Top Gear* magazine said it 'was the best toy car ever built'.

\$20,000 - 30,000

No Reserve

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams/Cars or The Stables.

F-RACER JUNIOR CHILD'S CAR

- Inspired by the Ferrari F40
- $\frac{3}{4}$ the size of the real iconic model
- 270cc petrol engine
- Key-start ignition
- Brembo hydraulic brakes



Clearly inspired by Ferrari's F40, one of the last great 'analogue' supercars, this F-Racer Junior is approximately $\frac{3}{4}$ the size of the real thing.

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the F40 was the ultimate supercar and historically significant as the first production passenger car to have a claimed top speed of over 200mph. It is also the last Ferrari to be personally approved by Enzo Ferrari prior to his death in 1988. A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288 GTO and like the latter - but unlike the preceding 308 series - mounted its power unit longitudinally rather than transversely. Much had been learned from the development of the Evoluzione version of the 288 GTO, enabling Ferrari to take the F40 from drawing board to dealers' showrooms in just 13 months. A 2,936cc quad-cam V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp (approximately 352kW) at 7,000rpm. For the seriously speed-addicted, this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity. The doors, bonnet, boot lid and other removable panels were carbon fibre. Pugnaciously styled by Pininfarina, the F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil.

Despite the need to generate considerable downforce - and with a top speed of 201mph, higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34. The F40's interior reinforced its image as a thinly disguised race-car, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows.

Suitable for two child-sized occupants or one adult, this F-Racer Junior measures 2.6 metres by 1.6 metres and weighs 250kg. It is powered by a 270cc petrol engine and can reach speeds of up to 56km/h (35mph), though this can be restricted. Notable features include independent wishbone suspension; coil-over hydraulic shock absorbers; a rear axle differential; Brembo hydraulic disc brakes; and a hinged Lexan screen above the engine. The two miniature bucket seats are upholstered in high-quality fabric, while the interior also boasts key ignition and dashboard instrumentation.

\$20,000 - 30,000

No Reserve

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4 Ω

One of just ten produced

c.1995 DE TOMASO GUARÀ BARCHETTA

Chassis no. ZDT8930000A700009

- *The final model overseen by founder Alejandro de Tomaso*
- *One of just ten Barchettas from a total production of 52 cars*
- *Lightweight construction and 4-litre BMW V8 power*
- *Race-inspired backbone chassis*
- *Carbon fibre and Kevlar composite body*



Having acquired Maserati from Citroën in the 1970s and keeping the company afloat throughout the tumultuous 1980s, Alejandro de Tomaso finally cut his losses and sold the flailing Italian firm to Fiat in 1993. With that deal on the books, de Tomaso was free to shift his focus back to the company that bore his name. The De Tomaso Pantera carried on even well after Ford's involvement ended in 1973, thanks to engine updates and a facelift by Marcello Gandini. The time had finally come for a replacement, and lacking a suitable budget to start from scratch, de Tomaso revived a relatively unknown project to take the place of the evergreen Pantera.

That project was the Maserati Barchetta – a mid-engine, open-topped machine originally conceived during de Tomaso's tenure for a one-make racing series. Just 17 were completed and all (but one) were strictly racing cars. The new De Tomaso Guarà used a revised version of the Barchetta's aluminium "backbone" chassis, with radical inboard coil-over pushrod suspension that looked more at home on a Formula 1 car than a road-going sports car. The chassis housed a mid-mounted, aluminium 4-litre BMW M60 V8 initially, with Ford V8 engines coming later. It was all wrapped in a dramatic wedge-shaped composite body, penned by Carlo Gaino of Synthesis Designs – who also styled the Maserati Barchetta.

The Guarà Coupe debuted at the 1993 Geneva Motor Show, with the Spyder and radical Barchetta following. Lacking such frivolities as a roof and a windscreen, the Barchetta also did without power steering, power brakes and ABS for an unfiltered driving experience.

An air deflector directs the wind over the driver's head, though helmets are recommended. Shortly after launch, De Tomaso was again struggling, and production was limited to just 52 cars, including just 10 Barchettas.

This example is one of the 10 Barchettas produced, desirably equipped with BMW's M60 engine. The light alloy V8 engine keeps overall weight to a minimum, at just 1,050 kg. Stunningly finished in gunmetal over turquoise green trim, this Guarà shows just 6,200 km on the odometer, and is offered in appropriately good condition. Essentially unmodified in its original specification, it features distinctive original 10-spoke alloy wheels shod with Michelin tyres, optional Schroth harnesses, and BMW-sourced instrumentation and switchgear.

With such limited production these marvelous Guarà Barchettas rarely come to market. This striking represents a fascinating period in De Tomaso's history and will undoubtedly provide a thrilling experience for its next owner.

\$180,000 - 220,000

No Reserve

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2001 MERCEDES-BENZ G55 AMG CABRIOLET

Chassis no. WDB4632541X127604

- A rare high-performance AMG-tuned G-Wagen
- Appealing black over black color scheme
- High spec, with many desirable options
- Offered from 15 years of continuous single ownership



Introduced as a civilian model in 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 military and off-road vehicles. Taking its cue from its British rival Land Rover, the early G-Wagen sacrificed luxury for off-road ability, featuring manually wound windows and fabric upholstery, and it soon established a reputation for being able to traverse the most challenging terrain.

The purposeful appearance – fundamentally unchanged throughout its life – and engineering excellence secured the 'G-Wagen's' cult status and earned its place among the most coveted of classic 4x4s. Testifying to its wide appeal, the G-Wagen holds the distinction of being the longest-running model in Mercedes-Benz history. 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. In most markets, the G-Wagen was available in short- and long-wheelbase versions, and in convertible or hardtop configuration on the short chassis models.

Refinement and comfort improved in the late 1980s, but by the early 1990s Mercedes-Benz recognized a growing market for luxurious off-roaders, and in 1993 introduced the limited-edition 500 GE, a 5.0-litre V8-powered model that elevated the G-Wagen into Range Rover territory. After two years in production, the 500 GE disappeared, returning in 1998 as the G 500, again powered by a 5.0-litre V8 petrol engine.

There have been countless updates to the Type 463 since then, including a range of special models and even a few from Mercedes-Benz's in-house tuning shop, AMG.

The official AMG G-Wagen arrived in 2000, featuring a tuned 5.4-litre M113 V8 stuffed under the hood, rated for 349hp. The engine was paired with a 5-speed automatic transmission, and breathed through special side-exit exhausts, which gave the G-Wagen a surprisingly robust bark. The unlikely combination of AMG tuning and the G-Wagen's off-road prowess proved to be a surprise hit, and AMG continues to work their magic on the iconic Geländewagen to this day.

This 2001 G55 Cabriolet is a rare and desirable early example, offered in open-topped, short-wheelbase specification. Finished in Obsidian Black with black leather trim and a black soft-top, it is well equipped as one should expect of the ultimate G-Wagen. Options and features include the Exclusive Package, Burl Walnut interior trim, COMAND DVD navigation, stainless spare tire cover, grille guard, 18-inch wheels, heated seats, and more. In current ownership for 15 years and currently displaying just over 100,000 kilometers, it is nicely presented throughout, and the seller reports regular maintenance has been carried out at factory-recommended intervals. Classic 4x4s are a growing niche in the collector market, and few are as exclusive and capable as this rare and exciting G55 Cabriolet.

\$140,000 - 180,000

No Reserve

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6 Ω

One of only 1,963 made, less than 1,000km on the odometer

2014 PORSCHE 911 TYPE 991 CARRERA '50 YEARS 911' ANNIVERSARY EDITION COUPÉ

Chassis no. WP0ZZZ99ZES112513

- *Built to Swiss specifications*
- *One owner from new*
- *Exceptionally well specified*
- *Minimal mileage since acquisition*



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 was 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 2013 Porsche announced a special edition to celebrate 50 years of 911 production. Manufacture was limited to only 1,963 units (referencing the original's year of introduction) although the anniversary package of popular options could be ordered for any model in the then current range.

The '50 Years' package consisted of heated seats, front/rear park assist, telephone module, the Sport Chrono package, and Porsche Communication Management including satellite navigation.

Built to Swiss specifications for the current owner, this '50 Years 911' coupé comes with photocopies of the manufacturer's Certificate of Conformity, Swiss Carte Grise and purchase invoice listing what seems to be just about every conceivable 'extra' from the options catalogue, including a power upgrade to 430 horsepower and new engine compartment styling. Finished in Graphite Grey with Agate Grey leather/cloth interior, this limited edition Porsche 911 has been seen minimal use as part of the vendor's extensive private collection in the Middle East, the odometer reading a mere 885km. A battery has been fitted recently and the car is running and driving, but given the car's period of static display, some recommissioning may be required before it returns to the road.

\$70,000 - 100,000
No Reserve

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7 Ω

131km on the odometer

**2007 MERCEDES-BENZ SLR
MCLAREN 722 EDITION COUPÉ**

Chassis no. WDDAJ76F47M001344

- Limited edition model commemorating Mercedes-Benz's famous 1955 Mille Miglia victory
- Offered from an extensive private collection in the Middle East
- On static display since acquisition
- Requires re-commissioning



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. An open roadster and various special editions followed, and by the time production ceased in 2010 a little over 2,000 of all types had been built.

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."



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. Topping off this technological tour de force is the electronically controlled rear spoiler.

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 0-100km/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). The five-speed automatic transmission was specially optimised for very high torque and also offered the driver the option of choosing between different shift characteristics using the Speedshift system.

In 2006 Mercedes-Benz introduced the '722 Edition, the '722' referring 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 722 Editions are highly sought after, with only 150 produced, and numerous upgrades over the standard car including a power boost to 641hp, revised dampers and aerodynamic upgrades.

Offered from the vendor's extensive private collection in the Middle East, this example has been on static display since acquisition hence the low mileage of just 131km recorded on the odometer. It is finished in the very attractive and rare Crystal Digenit Blue metallic paintwork, with tan leather interior. The car will require recommissioning before returning to the road. The only documentation offered with the car consists of a (photocopy) registration card.

\$350,000 - 500,000
No Reserve

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8 P Ω

Ex-Kimi Raikkonen

2006 MCLAREN-MERCEDES-BENZ MP4/21

Chassis no. MP4/21-2

- Driven by Formula 1 World Champion Kimi Raikkonen during eight Grand Prix
- Podium finishes in both the Bahrain and Melbourne Grand Prix
- Used during Kimi Raikkonen's infamous 2006 Monaco Grand Prix
- Extensively restored to running condition by McLaren prior to the vendors acquisition in 2019.
- Offered from its one and only private owner
- Not run since restoration by McLaren



TDF

McLaren requires no introduction here as the legendary Formula 1 team's name was, is, and will remain so eminently familiar to all motor car and motor racing enthusiasts. Here BonhamsCars is delighted to offer this exceptionally well presented modern-era McLaren Formula 1 car from the forefront of the 2006 season's FIA world championship. As raced by Kimi 'The Iceman' Raikkonen, that most popular, highly individual and distinctive Finnish Personality who went on to win the 2007 Formula 1 World Championship with Ferrari.

Designed under the Technical Directorship of Adrian Newey, the MP4-21 is iconic and instantly-recognisable in its chrome and red livery. This example – chassis 02- is a double podium finisher with Raikkonen at the wheel and successfully contested no fewer than eight Grand Prix in the first half of the season.



2006

Bahrain GP, Sakhir - Raikkonen - 3rd

Malaysian GP, Sepang, Kuala Lumpur - Raikkonen - Rtd 0 laps - accident

Australian GP, Albert Park, Australia - Raikkonen - 2nd

San Marino GP, Autodromo Enzo e Dino Ferrari, Imola, Italy - Raikkonen - 5th

European GP, Nürburgring, Elfel, Germany - Raikkonen - 4th

Spanish GP, Circuit de Catalunya, Montmelo, Barcelona - Raikkonen - 5th

Monaco GP, Monte Carlo - Raikkonen - Rtd - engine overheating/fire

At the British GP which followed, Kimi reappeared in a new chassis MP4/21-6.

8 - French GP, Circuit de Nevers, Magny-Cours - Raikkonen - 5th (back in chassis 2)



1 (Main)
Kimi Raikkonen in his McLaren MP4/21 during the
2006 Monaco Grand Prix.
© LAT Motorsport Images

2
Kimi Raikkonen on the podium having finished third
in the 2006 Bahrain Grand Prix alongside world
champions Michael Schumacher and Fernando Alonso.
© LAT Motorsport Images

3
Kimi Raikkonen returning his Yacht after suffering
engine failure during the 2006 Monaco Grand Prix.
© Alamy





As always with Kimi, such was his temperament, experienced McLaren insiders could judge within one hour of his initial arrival at the team's garage before any Grand Prix whether or not he was about feature as a front runner or whether he would be relatively disengaged for the entire weekend. The background to this was that towards the end of 2005 he had been involved in negotiations to leave the British team and move to Ferrari for 2007.

Ostensibly Ron Dennis of McLaren had been keen to re-sign the Finn for '07 to join double-World Champion Fernando Alonso there, but Raikkonen's management team left them confused as to his contractual status. Had he signed for Ferrari or not? It was only when the Italian team confirmed that he had indeed signed to join them for 2007 did it become clear that the deal had been completed the previous year.

Despite this confused situation, it was very apparent from the beginning of his 2006 season with the latest McLaren-Mercedes MP4/21 that he had lost none of his commitment to being an instinctive, seat-of-the-pants Racer with a capital 'R' once the red lights had gone out and the latest GP battle was there to be fought. He was always as dynamically quick as the sleek and powerful car within which he lay, chomping at the bit to win every race in which he felt confident his MP4/21 was in with a real chance to excel. And as the season progressed he would find himself with a real opportunity to win in his McLaren both at Monaco – in the very car now offered here – and later in Hungary. Overall, for the entire 2007 season, his exploits in the McLaren-Mercedes MP4/21s would see him ranked third most outstanding driver in the influential 'Autocourse' annual rankings for the season, behind only Fernando Alonso...and Michael Schumacher.

His season had begun badly during qualifying for the Bahrain GP when MP4/21-2 suffered a rear-suspension failure and left him to start from last position on the starting grid. He promptly overtook eight before the end of the opening race lap, by lap 19 was sixth overall, and by lap 24 third – the podium position in which he finally finished.





In Malaysia he qualified MP4/21-2 sixth, only to be clipped by Christian Klien's Red Bull-Ferrari RB2 on the first lap and forced into retirement with damaged suspension. Round 3 in Australia then saw him chase down Fernando Alonso's leading Renault R26 to track him in second place around the Melbourne circuit from laps 25-33, then again from lap 38 to the finish at 57 laps – taking a second podium position of the season in MP4/21-2 here.

The San Marino race at Imola, on Italian soil, saw Kimi qualify this car eighth fastest on the starting grid, but [post-race] he would say: "I was not entirely happy with my car and was not able to go for it. My start was not very good and I lost a couple of positions, then traffic hampered my progress. After the second stop the car improved quite a bit and became easier to drive, so I could start pushing again. However I got stuck behind Felipe Massa (Ferrari) and to overtake here at Imola is virtually impossible" – he finished fifth.

Fifth place in qualifying at the Nürburgring launched Kimi into another strong performance in which he – and MP4/21-2 – led for four laps before he was hampered by an indifferent team tyre choice, despite having set the second-fastest lap time of the entire race. Team executive Martin Whitmarsh admitted: "We went for too hard a tyre – and if we'd selected the right one from Michelin's portfolio Kimi could have beaten the Ferraris..."

In Spain ninth place on the starting grid posed an immediate handicap come race day. Regardless, the flying Finn made another of his storming starts – passed four rivals before the end of the opening lap and was running third by the 20th time round, only to drop back to a fifth-place finish... this time behind the two works Renaults of race winner Alonso and Giancarlo Fisichella and the twin Ferraris of Schumacher and Massa. The Finn described it as having been "an uneventful race for me".

The Monaco GP followed, and it was there that Kimi Raikkonen became one of the stars of the legendary race, in typically unconventional ways. He qualified MP4/21-2 offered here third fastest, on the second grid-row with only Fernando Alonso's untouchable Renault R26 and Mark Webber's Williams FW28 on the front row ahead of him. World Champion-elect Alonso knew that the man he really had to worry about was Raikkonen in this McLaren-Mercedes. As the leaders hurtled into Ste Devote corner to begin their second lap, the Finn dodged out from behind the Williams and slipped audaciously past, the car's right-side wheels shaving the trackside barrier as he did so.

By the end of lap 3 'MP4/21-2' was within 0.4 second of Alonso's leading Renault. Kimi remained right behind the leading Renault until lap 22 when he made his first stop – being refuelled in those days in 10.2secs.





4 (Main)
Kimi Raikkonen pushing hard during the 2006 Australian Grand Prix before finishing second behind Fernando Alonso
© LAT Motorsport Images

5
MP4/21, Chassis no.2 at speed with Kimi Raikkonen.
© LAT Motorsport Images

6
In front of the iconic casino square in Monaco during the 2006 Grand Prix.
© Alamy



By lap 33 the leaders were lapping backmarkers. On lap 44 Mark Webber's Williams coasted to a steaming halt on the hill towards the Casino. The safety car was deployed, and it was then that the cooling system on Raikkonen's McLaren became overtaxed by the slow running in such hot conditions. Following another routine refuelling stop, a heat shield in the car's engine bay caught fire, damaging the wiring loom. With smoke and steam gushing from the car the dismayed Finn pulled onto the tiny right-side kerb in Mirabeau Inférieur corner, below the Loew's Hairpin, where a marshal smothered the McLaren in extinguisher foam. From there Kimi coasted down the hill and pulled off into an escape area on the right of the track.

His race run, the Finn then clambered from this car's cockpit, and without any thought of returning to the team's pit, he strolled instead round to the Monte Carlo harbourside where he simply boarded his private yacht, showered – and relaxed. This incident, with the puzzled – and concerned – McLaren team left wondering just where on earth their star driver that weekend had gone to, has since become the stuff of Formula 1 legend – and is indeed recorded by contemporary footage.



Subsequently, Kimi Raikkonen would campaign alternative new MP4/21s in the British GP at Silverstone and at Indianapolis in the USA before returning to chassis 2 for the French round at Magny-Cours. There, from sixth place on the grid, he ran as high as fourth on raceday, before again finishing fifth overall – while this time declaring himself "...very happy with the car's handling overall".

Today, as offered here, this car has not been run since its restoration by McLaren. The car was subject to an extensive restoration by the McLaren Formula 1 team prior to passing into the hands of our vendor. The car is complete with the necessary equipment required to run it such as laptop, preheater and engine starter.

So here we offer this twice-podium placed McLaren-Mercedes MP4/21 – six times World Championship points-scoring Formula 1 car, from an illustrious marque, only ever driven in combat by a World Champion Driver, and also one which featured in one of the most off-beat yet memorable incidents in modern-era Formula 1 racing history. We very much commend it to the market...

\$2,500,000 - 3,500,000

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Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this Lot to prevent any last-minute delays.



7
Kimi Raikkonen pushing hard on the way to the podium in Bahrain. © LAT Motorsport Images.



9 †

2000 BMW Z8 ROADSTER

Chassis no. WBAEJ1103030AF78238

- *Rare and exclusive limited edition model*
- *Delivered new to Japan*
- *Under 13,900 kilometres from new*
- *All books and spare key*





In recent times many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this 'retro' trend, commencing in 1996 with the Z3 coupé and convertible, the styling of which brilliantly recalled its fabulous '328' sports car of pre-war days. Its next effort along similar lines - the 'Z07' concept car of 1997 - took its inspiration from the post-war Alfred Goetz-designed '507', a luxurious limited-edition roadster.

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. For the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8.

The Z8's body panelling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminium, while the 32-valve 4,941cc V8 engine, shared with the M5 saloon, was built by BMW's Motorsport division. With 400bhp on tap, the Z8 raced to 100km/h (62mph) in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h (155mph). Power reached the run-flat tyres via a Getrag six-speed manual gearbox. Needless to say, the Z8 also came with all the modern appurtenances one would expect of a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible hood all being included in the package.

The fact that the Z8 was a low-volume model assembled, for the most part, by hand, enabled BMW to offer customers considerable freedom in personalising their cars. Further enhancing its appeal to collectors, the factory announced that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.

Delivered new by Nakamitsu Auto in Japan, the Z8 offered here was completed on 31st October 2000 but it should be noted that the car is titled as 2003. (It is believed that the car stayed in the dealership for three years before being registered.) Finished in Titan Silver with full black nappa leather interior, the Z8 was purchased in Japan by the current vendor and has covered fewer than 13,900 kilometres from new. Presented in commensurately good condition, the car is offered with an owner's manual; radio operating instructions; BMW network book, safety book and service book; a BMW Z8 promotional book; various invoices for parts; a Dubai ownership certificate; and a spare key.

\$200,000 - 250,000

Please note that this lot is subject to VAT on the hammer price.

10 Ω

Circa 155km on the odometer

2010 ROLLS-ROYCE PHANTOM DROPHEAD COUPÉ

Chassis no. SCA682D0XAUX14406

- *One owner from new*
- *Built to Gulf States specification*
- *Offered from an extensive private collection in the Middle East*
- *Kept on static display since acquisition*



"This is the new Rolls-Royce Phantom Drophead Coupe... with a price tag of £305,000, a kerb weight of close to three tonnes with fuel and passengers on board, and a 6.75-litre, 453bhp V12 engine under the bonnet, this is an extraordinary machine." – *Autocar*.

Rolls-Royce had begun work on the Phantom in 1999 under new owners BMW. Launched in 2003, the Phantom is credited with successfully reviving the Rolls-Royce brand and restoring the British company's credibility as a maker of luxury cars. It was inevitable that a convertible version would follow, and in 2004 Rolls-Royce displayed the 100EX concept car to celebrate the company's centennial. Introduced at the North American International Auto Show in 2007, the two-door Phantom Drophead Coupé was styled along 100EX lines and built on a short-wheelbase version of the Phantom saloon's chassis platform, suitably strengthened to compensate for the absent roof. The chassis and body are mostly aluminium, the latter featuring rear-hinged doors, while the convertible top - the largest on a European car - could be raised in only 25 seconds.

This new generation of Phantoms was a huge success, being highly acclaimed by the motoring press, dealers, and, most importantly, the customers. Once again Rolls-Royce Motor Cars had produced the pinnacle of luxury motoring.



These Phantom Drophead Coupés are rated among the very best, boasting a V12 engine of almost complete silence yet capable of producing 453bhp and so much torque that the mid-range acceleration is mind boggling.

Rolls-Royce's famed reputation for silence in operation was continued with the Phantom Drophead Coupé. "The starter whirs seamlessly and the V12 murmurs into life," declared *Autocar*. "In other guises V12 noises are used to convey performance potential, but this one is built for extreme quietness. Only at 5000rpm-plus do you hear a stirring engine note, but even then it's faint."

This particular Phantom DHC was built to Gulf States specification and purchased new by the current owner. The car is finished in Ensign Red with Deep Red hood and Crème Light/Consort Red leather interior, while options specified include a front/rear camera system; Brushed Steel Package; teak decking; audio integration for iPod; veneered instrument panel; veneered steering wheel spokes; Elm Cluster; bamboo cashmere headliner; and lounge seat.

Since acquisition the Phantom has been on static display as part of the vendor's extensive private collection in the Middle East, the odometer reading a mere 155km. A battery has been fitted recently and the car is running and driving, but given the cars period of static display, some recommissioning may be required before it returns to the road. Accompanying documentation consists of copies of original purchase paperwork and a photocopy title document.

\$160,000 - 240,000

No Reserve

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact BonhamsCars or The Stables.

11 †

Stunning colour combination; less than 100 kilometres from new

2021 FERRARI SF90 STRADALE

Chassis no. ZFF95NMB000272926

- *Ferrari's first plug-in hybrid*
- *1,000PS maximum power output*
- *Delivered new to Germany*



The coming of the petrol/electric hybrid to the supercar market sector has enabled some manufacturers to achieve headline-grabbing maximum power outputs in four figures: 1,000PS (986bhp) in the case of Ferrari's SF90 Stradale. As such it surpasses the performance of many of the world's most powerful cars, including Maranello's own LaFerrari. Introduced in 2019, the brand's first plug-in hybrid shares its name with that year's SF90 Formula 1 car - referencing the 90th anniversary of Scuderia Ferrari - while Stradale is Italian for road-going.

The SF90's power train consists of a mid-mounted 4.0-litre twin-turbo V8 engine producing 762bhp (a development of the F8 Tributo's 3.9-litre unit but with an additional 59bhp) and three electric motors: one for each front wheel providing torque vectoring, and another mounted between the engine and the new eight-speed dual-clutch transmission, which drives all four wheels. Reverse is courtesy of the electric propulsion, there being no such gear in the eight-speed transmission. Electric power is provided by a 7.9kWh battery.

The start-up default setting is electric only, which means a virtually silent take off, so if you want to hear the roar of that four-cam V8 either the Performance or Qualifying mode must be selected first. *Car magazine*: "Switch to Hybrid mode and the SF90 switches effortlessly between its power sources and spends a surprising amount of time as an EV."



The integration is genuinely impressive, as is the brake feel, which is far more natural than on most hybrid or electric cars.” In Performance mode the SF90 can reach 100km/h in 2.5 seconds and 200km/h in 6.7 on its way to a top speed of 340km/h (211mph). Torque distribution to the four wheels is governed by Ferrari’s eSSC (electric Side Slip Control) system, which works with the eTC (electric Traction Control).

The chassis is composed of aluminium and carbon fibre, and the SF90 weighs in at 1,570kg (dry), some 270kg of that accounted for by the electric propulsion system. The body’s shark-like front end is one of the most dramatic-looking there is, while at the rear there is an F1-inspired drag reduction system (DRS), the moving elements being controlled by electric motors. A 16” TFT curved dashboard display keeps the driver informed of the state of the various systems, with many of the associated controls being mounted on the steering wheel, including the manettino.

Car summed up the SF90 thus: “But it’s engineering like this that’s going to ensure the survival of the supercar when laws, and even the mindset of some owners, are changing to reflect a greater concern for the environment. Fortunately, that’s not the only reason to love the fastest, most exploitable road-going Ferrari ever built.”

This particular SF90 Stradale was delivered new to Germany and is finished in Grigio Scuro with black leather interior, the latter featuring contrasting yellow stitching and carbon fibre bucket seats. A deliver-mileage car (under 100km from new), it comes with all manuals, Certificate of Conformity, tool kit, battery charger, tyre inflator, two keys, and an original car cover. There is a Dubai ownership certificate but the car has never been registered.

Beautifully presented, this gorgeous SF90 represents an affordable opportunity to out-perform almost every road car above this price point, while still enjoying Ferrari heritage, comfort, and service.

\$500,000 - 700,000

Please note that this lot is subject to VAT on the hammer price.

12 P †

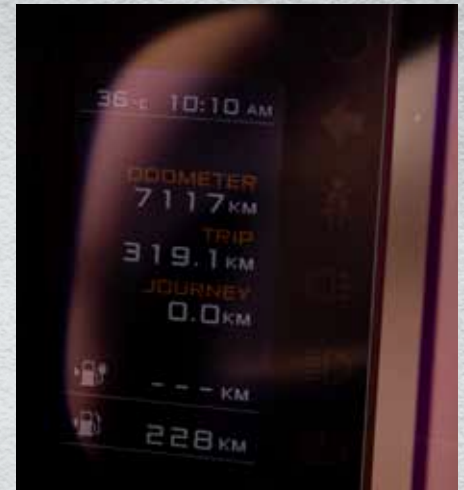
Number '43' of 375 produced

2014 MCLAREN P1 COUPÉ

Chassis no. SBM12ABB7EW000043

- Petrol/electric hybrid hypercar
- Delivered new to Qatar
- Track Mode 2 software upgrade
- Less than 7,200 kilometres from new





Nowadays, in these increasingly environmentally-conscious times, even supercar manufacturers are expected to make at least a cursory nod in the direction of better fuel economy and reduced emissions; hence the arrival of 'hybrid' technology in this previously exclusively fossil-fuels-only sector of the market. This has had the effect of endowing the modern supercar with some green credentials, while at the same time bringing with it a welcome performance boost in the shape of an additional (electric) motor.

McLaren's first offering in this expanding category was the P1, a limited-edition plug-in hybrid coupé that was first shown to the public in 2012 at the Paris Motor Show. Like its conventionally-powered 12C predecessor, the mid-engined P1 used a carbon-fibre combined body tub and roof structure - 'MonoCage' in factory parlance - while retaining the marque's signature dihedral doors that had been a featured of its first road-going supercar: the F1.

A development of the 12C's, the P1's hydro-pneumatic suspension achieved even greater control of the car's roll and ride height. Weight saving had been a major consideration in developing the P1, so there was little in the predominantly carbon fibre cabin that need not have been there. According to *Autocar* magazine, the seats "proved particularly comfortable for our testers, all of whom could find an excellent driving position. Customers can choose their preferred seat height at the factory, and the steering wheel (only ever fitted to the left of the cabin) is widely adjustable – manually, of course, like the seat runner, to reduce weight."

BMW and Mercedes-Benz respectively had supplied engines for the F1 and SLR, but for the 12C, McLaren decided to develop its own. The rights to an Indy Car V8 racing engine were acquired from Tom Walkinshaw Racing, and with assistance of Ricardo this was transformed into a 3.8-litre twin-turbocharged unit suitable for a road car. Manufactured by Ricardo at its Shoreham-by-Sea factory, it was a modified and strengthened development of this M838T engine that was used for the P1, delivering its maximum power output of 727bhp and 531lb/ft of torque via a seven-speed dual-clutch automatic gearbox. Add to that the 176bhp and 192lb/ft of the in-house-developed electric motor, and the P1 had no less than 903bhp and a whopping 723lb/ft of torque at its disposal. "Maintaining good driveability, given this level of specific output (and this engine... is remarkably docile), is one of McLaren's greatest achievements with this car," declared *Autocar*.

A high-density lithium-ion battery pack powered the electric motor, which could be left to deploy automatically or selected by the driver, who thus had the options of using the petrol engine on its own, the electric motor on its own, or the two in combination. The battery could be charged by the engine or from the mains supply, with full charge achieved in two hours.



As one would expect from a manufacturer that has been a mainstay of Formula 1 for the last 50 years, McLaren endowed the P1 with a number of competition-derived high technologies in the form of IPAS (Instant Power Assist System), DRS (Drag Reduction System), and KERS (Kinetic Energy Recovery System). Tested by *Autocar*, the P1 accelerated to 60mph in 2.8 seconds on its way to a top speed (electronically limited) of 217mph (350km/h), with the standing mile dismissed in 18.2 seconds. Power reached the ground via bespoke Pirelli P-Zero Corsa tyres, while the carbon-ceramic brakes were claimed to stop the P1 from 186mph (300km/h) in an eyeball-popping 6.6 seconds. And if you wanted anything quicker, only the Bugatti Veyron Super Sport (30 cars built) could deliver.

McLaren unveiled the production version of the P1 at the 2013 Geneva Motor Show, announcing that only 375 of these exclusive hypercars would be built. By the end of the year, the entire production run had sold out. The UK base price was £866,000, though as most customers chose to enhance their car's specification courtesy of McLaren Special Operations' extensive options catalogue, few would have been delivered for less than the equivalent of £1 million.

Number '43' of the 375 produced, this particular P1 was delivered new to Qatar and has covered only 7,400 kilometres since it left the factory now in the hands of only its second owner.

Boasting Stealth lightweight wheels and extensive carbon fibre trim, the car is finished in Satin Pearl White with an Almond White interior featuring carbon black Alcantara with contrasting Harissa Red stitching. '43' also benefits from a Track Mode 2 upgrade from McLaren Special Operations at a cost of £20,000 (approximately US\$24,400). This is a bespoke software upgrade that allows 'for a road legal version of Race Mode'. The car also comes with full PPF.

Pitched against Ferrari's laFerrari and the Porsche 918, the McLaren P1 completed the 'Holy Trinity' and proved that the new-kid-on-the-block British manufacturer was more than capable of competing with the establishment in the fast-evolving hybrid hypercar market. Even today, more than a decade after its initial conception, the P1 remains a formidable proposition and an engineering tour de force of the highest order.

\$1,100,000 - 1,400,000

Please note that this lot is subject to VAT on the hammer price.

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this Lot to prevent any last-minute delays.



13 †

2011 PORSCHE 911 TYPE 997 GT3 RS 4.0-LITRE COUPÉ

Chassis no. WP0ZZZ99ZBS785344

- Rare high-performance 911 variant
- Delivered new in Germany
- Circa 27,300 kilometres from new
- Porsche service history
- Serviced in April 2023



'Since its launch in 1999, the Porsche 911 GT3 has been the benchmark against which every other track-focused car has been rated. There are more powerful, more expensive 911s, but the GT3 represents the sports car at its purest and most intense. In fact, all four generations of GT3 arguably rank alongside 1973's legendary 2.7 RS in the annals of greatest 911s.' - *Auto Express*.

Intended primarily for racing, though still road legal, the Porsche 911 GT3 - first introduced in 1999 - can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT3 category of production sports car racing, and has been produced in a variety of versions since its introduction in 1999 on the Type 996 iteration of the perennial 911.

Following the launch of the original Type 996 GT3, Porsche introduced an even more track-focused variant in 2003: the GT3 RS. Standing for RennSport (literally 'race sport') the 'RS' designation referenced that iconic first-of-the-line model of 40 years previously. In GT3 RS specification, the 3.6-litre flat-six 'Metzger' engine was up-rated, producing around 400bhp, although the claimed output remained unchanged at 318bhp for homologation purposes.



The RS was lighter than the 'ordinary' GT3, with weight-saving measures including a polycarbonate rear window, and carbon-fibre bonnet and rear wing, while the stock cast-iron brake discs were replaced with ceramic composite rotors for greater fade resistance under competition conditions. RS suspension was adjustable, and the car ran some 3mm lower than the stock GT3.

For 2006 the GT3 was extensively redesigned and improved on the Type 997 platform. New features included 'zero lift' aerodynamics and Porsche's PASM electronically adjustable active suspension system specially configured for track use. Porsche claimed a 0-60mph time of 4.1 seconds and a top speed of 193km/h for the new GT3. By the end of the year there was also an RS 'homologation special'. Weight-saving measures similar to those seen on the Type 996 RS were applied, while the body was wider than that of the Type 997 GT3, accommodating an increase in rear track. A new 3.8-litre engine was introduced on the 2nd Generation Type 997 GT3 in 2009; maximum output increased to 429bhp, with 444 horsepower available from the RS version.

And just in case there was any doubt about the Type 997 GT3's abilities as a competition car, in 2006 Porsche's official test driver, rallying ace Walter Röhrl, lapped the spectacular Nürburgring Nordschleife circuit - widely recognised as one of the most demanding tests of man and machine - in an astonishing 7 minutes 42 seconds, then the equal fastest time posted by a production car - a feat that attracted much favourable publicity.

Launched in 2011, the 911 GT3 RS 4.0 was the final evolution of the Type 997 GT3. As its nomenclature suggests, this ultimate model was powered by a 4.0-litre engine, which incorporated the longer-stroke crankshaft from the RSR. Maximum power increased to 368kW (493bhp) and torque to 339lb/ft, the chassis and running gear being further developed to cope. On the road this translated into a 0-60mph time of 3.5 seconds and a top speed of 193mph (315km/h), while the benchmark Nordschleife lap time was cut to 7 minutes 27 seconds. Only 600 cars were built.

A 2nd Generation Type 997 GT3 RS with the 4.0-litre engine, this remarkable Carrera White GT3 4.0 was delivered new in Germany in October 2011. The car has been serviced by Porsche dealers in Germany and Switzerland throughout its life, and more recently (April 2023) in Abu Dhabi (invoice on file). The service history is available and the car has covered fewer than 27,300 kilometres from new. Accident-free, it also comes with Porsche certificates, tools, manuals, spare key, the previous German registration document, and a Dubai certificate of ownership.

\$400,000 - 450,000

Please note that this lot is subject to VAT on the hammer price.

14 Ω

Only 76km on the odometer

2015 LAGONDA TARAF SPORTS SALOON

Chassis no. SCFTMDCS7FGS50018

- *One of only 120 produced*
- *Built to Gulf States specification*
- *On static display since acquisition*
- *Offered from an extensive private collection in the Middle East*





Having revived the long-dormant Lagonda brand in 2009 for an abortive SUV concept car, Aston Martin saw sense and a few years later applied it to something Lagonda enthusiasts everywhere thought far more appropriate: the Taraf. Development was undertaken by Aston Martin's 'Q' division, which specialises in bespoke cars and customising existing models. The final full-size model was completed in January 2014, only eight months after the first studio sketches had been submitted. The Taraf was intended as an homage to William Towns' Lagonda 'Wedge', though its styling was very much mainstream, something that could not be said for its famous predecessor.

The Taraf utilised the Aston Martin VH Generation 3 chassis platform, as found in the Aston Martin DB9 and Rapide, but with a lengthened wheelbase. Almost all the additional wheelbase was taken up in providing extra legroom in the rear, which is where it was assumed the Taraf owner would spend most of his or her time. Borrowed from other Aston Martins, mainly the Rapide, the ultra-luxurious interior featured console-mounted push-button transmission controls; an infotainment system; Bang & Olufsen BeoSound 1,000W audio system; and premium leather upholstery.

Powering the Taraf was Aston's familiar 5.9-litre 48-valve V12 engine, the latter producing 533bhp and driving the rear wheels via a ZF eight-speed automatic Touchtronic III rear transaxle. Its makers claimed a 0–100km/h (0–62mph) time of 4.4 seconds for the Taraf and a maximum speed of 314km/h (195mph).

Aston Martin's target market was the Middle East and the prototype Lagonda was said to have clocked up some 14,000 miles (23,000 kilometres) of testing in temperatures of 30–50°C. The Taraf was subsequently unveiled at the 2014 Geneva Motor Show where its \$1 million price tag occasioned as much comment as the car itself. Production commenced in 2015, with Aston Martin stating that only 100 cars would be made, though that was later increased to 200. In the event only 120 had been delivered when production ceased towards the end of December 2016.

Appropriately enough, considering the model's original *raison d'être*, this Lagonda Taraf has formed part of an extensive private collection in the Middle East. It was specified and delivered new in Selene Bronze, with Sahara Tan leather interior. Kept on static display, with only 76km on the odometer, this ultra-rare and immensely desirable piece of motoring exotica will require re-commissioning before taking to the road. Accompanying documentation consists of a photocopy registration card and copies of build information.

\$300,000 - 400,000

No Reserve

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15 Ω

1988 ITALDESIGN AZTEC BARCHETTA

Designed by Giorgietto Giugiaro

Chassis no. ZA9T1P03A00D50020

- A breathtaking concept from the “Car Designer of the Century,” Giorgietto Giugiaro
- Fabulous Sci-Fi-inspired detailing
- One of approximately 20 produced
- Under 7,770 kilometers Shown



In 1988, Italdesign celebrated its 20th anniversary with three incredible concepts: the Asgard MPV, Aspid coupe, and Aztec barchetta. Mind-blowing show cars are certainly not new in motoring history, and the Italians have a certain propensity for turning fantasy into reality. Italdesign's founder, Giogietto Giugiaro, started his career at Fiat in 1955 at just 17 years old. Following stints at Ghia and Bertone, Giugiaro founded what would become Italdesign in 1968, a consultancy for manufacturers and coachbuilders.

Forging lasting relationships with major manufacturers, Giugiaro penned a string of iconic designs including Volkswagen's Golf & Scirocco, the Audi 80, BMW M1, Lotus Esprit, Alfasud, Fiat Panda, Lancia Delta, and more. He was named “Car Designer of the Century” in 1999 for his contributions to the industry. Italdesign also rolled out spectacular concept vehicles showcasing Giugiaro's fertile creativity, and the Asgard, Aspid, and Aztec represented a welcome break from production car designs, looking as if they wandered from the set of *Blade Runner*.

Of the three show cars, only the Aztec was a runner. Light years away from Italdesign's production cars, the Aztec was a bold reinvention of the barchetta, featuring separate cockpits, mid-mounted engine, and four-wheel drive. The transmission componentry was sourced from the Lancia Delta Integrale, the five-cylinder, 20-valve, turbo-charged 250bhp engine came from the Audi Quattro, and an aluminum, carbon fiber and Kevlar body clothed a steel ladder-frame chassis.



To enter, you first had to tilt the cockpit canopy upwards then open the door; once inside, the driver and passenger communicated via intercom. Beneath the skin, the Aztec was not especially radical, but the 'sci-fi' aesthetics were startling, the detailing making it look more like a spaceship than a motorcar. High-tech side panels housed coded buttons that controlled the locks and the interface for the built-in hydraulic jacks and various vehicle functions.

Japanese industrialist Mario Myakawa was enthralled and purchased the rights to the Aztec through his company Compact, hiring Audi tuner Motoren-Technik-Mayer (MTM) to engineer it for homologation and limited production. Giugiaro commented, 'When the Aztec prototype was exhibited at the Turin Motor Show in 1988, I found it difficult to imagine that it would become a real car. It is therefore of immense satisfaction that the Aztec is now actually roadworthy and not just a static styling exercise.' Yet once German type approval was finally achieved, the hefty DM500,000 price tag dampened enthusiasm and the planned 50 cars dwindled to approximately 15-20 completed examples.

Serial number 50020 is one of the original production Aztecs built by the Japanese firm, Compact. As with all Aztecs, it is finished in space-age silver, with a rarely seen, striking red interior. Sporting a carbon fiber rear wing, double glass canopies, and rolling on correct Canonica modular wheels, it has lost none of its visual impact in the 35 years since debut.

It is nicely presented, showing just under 7,700 km, and bearing the signature of Giorgetto Giugiaro on the right flank. The interior features the original-type instrumentation and controls, with the original Halda rally computer on the passenger side. Some slight delamination is noted in the glass, and the car is exceptionally well preserved throughout.

One would be hard pressed to find a finer celebration of Giugiaro's design mastery, and this wonderful example represents a rare opportunity to acquire a car more exclusive than most modern Ferraris and more attention-grabbing than a Bugatti Veyron.

\$180,000 - 220,000
No Reserve

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16 Ω

138km on the odometer

2014 MERCEDES-BENZ SLS AMG COUPÉ

Chassis no. WDDRJ7HAXEA010939

- One owner from new
- Built to Swiss specifications
- On static display since acquisition
- Offered from an extensive private collection in the Middle East



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.

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, former 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.

Finished in Designo Mystic White 2 Metallic with Designo Exclusive Classic Red leather interior, this stunning and very well specified example was ordered new by the current vendor and built to Swiss specification. The car has been on static display as part of the vendor's extensive private collection in the Middle East, the odometer reading a mere 138km. A battery has been fitted recently and the car is running and driving, but given the cars period of static display, some recommissioning may be required before it returns to the road. Accompanying paperwork consists of copies of the original Mercedes-Benz sales receipt, invoice detailing its outstanding specification (perusal highly recommended) and a letter of confirmation of type approval.

\$180,000 - 240,000

No Reserve

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17 P Ω

Only 10 kilometres from new

**1993 PORSCHE 911 TYPE 964 CARRERA RSR
3.8-LITRE 'STRASSENVERSION' COUPÉ**

Chassis no. WP0ZZZ96ZPS496107

Engine no. 63R80551

Gearbox no. 2000575

- *Outstandingly original and matching numbers*
- *Factory Cosmoline protective coating still in place*
- *One of only two 'Strassenversion' (Street Version) RSRs built by Porsche Motorsport (RSR107)*
- *The lowest km 'Strassenversion' in existence*
- *Built to the original owner's unique specifications*
- *Documented in the Porsche 964 Carrera RS 3.8 book*
- *The ultimate version of the 964*





"Directly from their Weissach shipping crates, RSRs have won outright at the 24 Hours of Spa and the 1000km of Suzuka. Interspersed was a class victory at Le Mans. Then came another overall victory at the 24 Hours of Interlagos.

"At the 24 Hours of Daytona, the RSR 3.8 not only swept the first four spots in IMSA's GTU class, but the lead car of the four also finished third overall – six places in front of the fastest WSC prototype. Weeks later... another RSR won its class at the 12 Hours of Sebring. It was fifth overall." – *Car & Driver*.

Built for privateers to go international GT racing, the phenomenally successful RSR was one of the final developments of the Porsche 911 Type 964, which on its launch in 1989 had represented a major step forward in the development of Porsche's long-running sports car. Two versions were offered - the Carrera 4 and Carrera 2 - the former marking the first time that four-wheel drive had been seen on a series-production model. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension.

Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre, flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations.

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1992 Porsche introduced the Type 964 Carrera RS, which was a lightweight variant like its illustrious forebears. It was based on the 'Carrera Cup' competition model and sold exclusively in the European market. The Carrera RS retained the 3.6-litre engine, albeit boosted in maximum output to 260bhp, but for the following Carrera RS '3.8', the bore size was increased by 2mm for a capacity of 3,746cc. Maximum power went up to 300bhp and this M64/04 engine was installed in a wider, Turbo-style body, also used for the more powerful and lighter RSR competition version. For this RSR version, power was estimated between 325 and 350hp. It is estimated that only 50-or-so of these 3.8-litre RSRs had been made when production of the Type 964 ended in December 1993, with only two being Strassenversion.



Car & Driver felt that the factory's claimed 320bhp for the RSR was typically conservative, reckoning it was nearer 375 horsepower in actual fact, an estimate born out by the car's neck-snapping 3.7-second 0-60mph time, making it significantly quicker than a Dodge Viper or Ferrari F40. Equally impressive were the brakes, which proved capable of stopping the 1,210kg RSR from 70mph in only 150 feet.

This unique example was built to the original Porsche-enthusiast owner's personal specification as a Strassenversion RSR before vanishing into his private collection with only 10 'delivery' kilometres recorded. Supplied to special order, the car was not delivered (via Porsche Cars Great Britain) until 1996 (on 25th May), such was the length of time needed to meet the owner's extravagant and exacting requirements.

Passing to the current owner in May 2017, the Porsche remains outstandingly original and has not been driven for 30 years; it even retains the factory-applied Cosmoline protective coating.

Finished in Polar Silver Metallic, this RSR has numerous rarely seen features including a much less spartan interior than the stripped back competition cars, which is extensively trimmed in Guards Red leather extending to the seats, headlining, upper/lower dashboard, steering column, steering wheel, door caps and roll cage. This Polar Silver/Guards Red colour scheme had been used previously for two of the VIP owner's four 3.3 Turbo S Lightweights, and it is believed that only one other RSR was delivered with a fully trimmed interior. Other notable features include a passenger seat; centre locks; air jacks; locking differential; 120-litre fuel tank; and a Le Mans-specification twin-plug engine.

The competition seats' rear panels are painted in body colour and the interior also boasts Can-Can Red carpets; colour-matched six-point Schroth racing harnesses; silver-faced instruments with silver-grey leather surrounds; black leather-trimmed knobs and fresh air vents; and silver-grey door pulls. The three-piece Silverline alloy wheels' centres are finished in Amethyst Metallic and the brake calipers are painted in contrasting gold. There is also a battery isolator switch under the front bonnet, operable from inside the car.





The ultimate in bespoke automotive tailoring from Porsche Motorsport, this unique example represents a possibly once-in-a-lifetime opportunity for collectors to acquire the lowest 'mileage' Strassenversion in existence. Unused and in original condition, it would enhance any of the world's most important private collections.
\$2,000,000 - 2,500,000

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (if applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this Lot to prevent any last-minute delays.



18 †

2001 FERRARI F2001 AUTHORIZED 'MICHAEL SCHUMACHER' FORMULA 1 SHOW CAR

Chassis no. 52

- *Highly collectible piece of Scuderia Ferrari history*
- *Built by Ferrari SpA to celebrate Michael Schumacher's fourth World Championship title*
- *Formerly part of a Qatari private collection*
- *Features carbon-fibre components, Sabelt racing harness, BBS wheels, Bridgestone tyres, Brembo callipers*





"In 2001 Ferrari finally defeated the jinx and for the first time in its more than 57-year history won two successive drivers' and manufacturers' titles. After its success in 2000, Ferrari even succeeded in improving on the result of the previous season. The main difference however was that in 2001 the merit must be equally shared between Schumacher and the car, whereas in 2000 the victory was thanks to the German." - Paolo d'Alessio, *Formula Ferrari*.

Ferrari's F2001 contender continued one of the Scuderia's most successful periods in Formula 1: its F2000 predecessor had taken both the drivers' and manufacturers' World Championships, and the combination of Michael Schumacher and the F2001 would prove even more dominant, the German winning the drivers' championship – his fourth – with four races still to go. During the season the F2001 secured 13 poles, 10 wins (nine for Schumacher), three lap records, and 179 points. Rubens Barrichello, Schumacher's teammate, finished the season in 3rd place in the standings.

Arguably one of the most iconic Formula 1 machines of all-time, the F2001 was designed to meet the challenges posed by the FIA's new rules, chief designer Rory Byrne and his team opting for a 'droop snoot' nose and revised front wing to maximise the reduced downforce available. As far as its aerodynamics were concerned, the F2001 was as at least as good as, is not better than, any of its rivals, as was its 90-degree Tipo 050 V10 engine, which had around 825bhp on tap.

Importantly, when designing the chassis, Ferrari had taken full advantage of the reversal of the ban on electronic driver aids such as launch control and traction control. According to d'Alessio: "Another strong point of the F2001 was the perfect interaction between chassis and suspension, while the modifications made to the braking system were extremely important, albeit not so evident."

Hand-built at Ferrari's Modena racing department using race-derived componentry, this beautiful Formula 1 show car accurately represents a complete and race-prepared F2001 with its carefully duplicated livery, sponsors' markings, and official Ferrari chassis plate. Notable features include carbon-fibre aero devices and suspension parts; a titanium exhaust system; BBS centre-lock wheels; Bridgestone tyres; Brembo brakes; and a Magneti Marelli steering wheel.

This particular car, chassis number '52', was built by Ferrari as a display car without a drivetrain. Its dimensions are identical to those of the actual Grand Prix car, with which it shares many components. Coming from a private collection in Qatar to the current vendor, this beautiful show car represents an exciting opportunity to own a relatively affordable piece of Ferrari's 'Golden-Years' history with Michael Schumacher, which cannot fail to impress.

\$450,000 - 650,000

Please note that this lot is subject to VAT on the hammer price.

19 Ω P

*The Ex-Mario Andretti Formula 1 World Championship-clinching,
Ex-Carlos Reutemann Monaco Grand Prix 3rd-placed*

1978-9 LOTUS-COSWORTH FORD TYPE 79 'JOHN PLAYER SPECIAL'

Chassis no. 79/4 (in period aka 'JPS22')

- *The most-globally significant car of the Andretti Dynasty's glittering heritage*
- *'Black Beauty' – Consistently adjudged the best-looking Formula 1 car of them all.*
- *The only surviving American-driven Formula 1 World Championship-clinching car*
- *The last Lotus to secure the Formula 1 Constructors' World Championship title*
- *One of the three most influential Grand Prix Car designs of all time*
- *A Grand Prix-winning, World Championship-clinching, iconic design*



When this gleaming 'Black Beauty' Lotus 79 rolls into place on Abu Dhabi's Yas Marina circuit for bidding to begin upon it, our audience will be in the presence of one of the most significant and iconic Grand Prix car designs of all motor racing history.

That overall legacy now extends back more than 128 years. What makes this occasion so very special, of course, is that this 1978 World Championship-clinching Lotus's exquisitely well-proportioned and lithe form combines significance within more than just one connoisseurial collector's discipline...

To the Formula 1 enthusiast in particular - and motor sports follower in general - Lotus '79/4' embodies a truly historic technological turning point in racing car design. To the unengaged, this car - resplendent in its contemporary jet black and effectively gold livery - is an entirely captivating, sleek and beautiful head turner - nothing less than a fully functioning, electrifyingly useable, piece of mechanical and artistic sculpture.

Dig deeper, and consider its gorgeous surface form as seen by the appreciative art-lover's eye. The number of truly successful, functioning Formula 1 racing cars which could ever be considered seriously as a sculptural form of connoisseurial-world value is vanishingly small. Yet within even such a rarefied group - Lotus '79/4' as offered here most surely soars.

While bearing in mind the future appeal of such multi-tiered potential, now consider in finer detail this outstanding car's individual history. It is so much more than being 'just' the machine in which the great - much admired, and indeed much-loved - Italian-born American racing driver Mario Andretti won the 1978 Dutch Grand Prix upon its public debut. In so doing he was adding that achievement to his five previous Grand Prix wins that year, four of them in sister 'Black Beauty' Lotus Type 79 cars, plus the first of the year in its immediate predecessor design, a Type 78.



*“I love that car... I cherish
what it means to me...”*

- Mario Andretti, Robb Report February 2, 2023



1
The gorgeous ‘Black Beauty’ Lotus ‘79/4’ offered here leading its sister car ‘79/2’ with drivers Mario Andretti and Ronnie Peterson during their first and second place domination of the 1978 Dutch GP at Zandvoort.
© Getty Images.

2
The Zandvoort podium scene as Ronnie Peterson (left) and Mario Andretti justifiably fire the fizz everywhere in celebration of their 1-2 domination.
© Getty Images.



What's more, Mario immediately secured yet another on-track victory in that year's very next pinnacle-level Formula 1 race - the Italian Grand Prix, only to be penalised post-race for an early rules-infringement which saw that repeated success immediately downgraded to a sixth-place finish. But against the background of his previous Grand Prix victories that season in the John Player Special Lotus factory team's sister Type 79 cars, the single point scored for that sixth place still clinched for Mario his long-held life's ambition. Within the cockpit of Lotus '79/4' here - he had just won the Formula 1 Drivers World Championship title.

Now add another level of significance to his achievement in doing so. During the entire long history of that World Championship, from its inception in 1950 to date, the title has been won by only two Americans. The first was the late Phil Hill, who had also clinched that towering title there at Monza, in the 1961 Italian GP, driving for Ferrari.

Importantly, the Italian manufacturer subsequently scrapped the 'Sharknose' car that he drove that day. In that uncompromising period, once even such an iconic car had become uncompetitive and obsolete, its Italian constructor saw it only as an obstructive waste of space, so it had been scrapped, destroyed...

In contrast, the 1978 standard-setting '79/4' here raced on through 1979 before being retained and reserved by its British constructor. Not until 1983 was it sold into private hands. Six years later its subsequent minor-level, private-hands, career within American Vintage racing was punctuated by an on-track accident demanding extensive repair. But since that work had been lovingly completed, Mario Andretti has again driven it as only he knows how - enthusiastically, energetically, hard and fast - and here it is offered today as the world's only surviving continuous-history Formula 1 Grand Prix car in which an American racing driver has ever won motor sport's glittering pinnacle Championship of the World.



2



With no timeline on when another American superstar driver might join that so-exclusive club, to revel in all that the likes of Team Lotus, Mario Andretti and the Lotus 79 has passed down to us — the opportunity now to own the car that so transformed topline motor racing technology through its high-downforce ‘ground effects’ underwing design — is now uniquely attractive.

By the standards of Formula 1 in the mid-to-late 1970s, the Lotus Type 79s’ racing record was just stupendous. Everywhere the cars seemed blisteringly fast, often dominating races first and second until victory or mechanical failure. Overall through 1978 this Type 79 and its three contemporary sister cars walked away with no fewer than ten pole positions, five fastest race laps and wins in seven of the World Championship series’ 16 qualifying Grand Prix races. Here was a technical sea-change being steam-rolled into every rival designer’s consciousness - and yet steam-rolled with an aesthetic beauty, glamour, and style which was almost unprecedented. This - and the fact that the cars were campaigned by two such towering, impressive - and yet personally engaging - talents as Mario Andretti and Ronnie Peterson - is what has ever since set these cars upon their pedestal.

In the Type 79, victory in Formula 1’s always-ongoing aerodynamic arms race went to Lotus founder/designer Colin Chapman and his contemporary aerodynamicist Peter Wright. By 1978, Formula 1’s ever-restless and frenetic quest not just to harness airflow around its 200mph projectiles but to exploit that latent energy in profitable new ways, had been work in progress for several years. Desires to expand upon the use of traditional front and rear wings to generate downforce, enhancing tyre grip against the road surface which could benefit lap-times around each race circuit, led the industry to investigate airflow not just over and around its cars, but also beneath them, within the confined volumes between car underfloor and track surface beneath.

Between Mario Andretti’s first stint with Team Lotus in 1968-’69 and his return to them in 1976, he recalls early experience of ‘ground effects’ while testing the rival March 701 chassis in 1970. Although that car’s design lacked the full box-shaped sidepods that Lotus would be introduced upon 1977’s Type 78, the March sported possibly-pioneering stubby wing-form body sections which could be added on both sides of the chassis. They captured this always thoughtful star driver’s imagination.

“One thing that I brought to the Lotus table was experience with a March car back in ’70”, Andretti told *Road & Track* magazine. “We were testing in South Africa with a car [Andy] Granatelli owned and he sponsored a team.





3

"South Africa is at altitude and you've got thin air, so the naturally-aspirated engine [was] obviously struggling. And the March had sidepods, you know, the shape of a wing. I figured they're not doing anything. All they are is a piece of body. [I thought], not knowing, not having experience in a wind tunnel, so let's remove those. It's just another piece...we probably don't need.

"We removed those for testing, and all of a sudden, the front end started flying, which means they were producing downforce."

Later, closing a modestly successful 1976 season with Lotus and its pre-ground effects Type 77 chassis, memories of that March test sparked a transformational conversation with always innovation-seeking Lotus head, Colin Chapman.

Development took a while. "It was at the end of 1976, we were over in Hethel (the Lotus plant in England) and just kicking about, 'okay, what were your wishes, what's your wish list' and so forth. And I'd say, 'Well, my wish list is to have downforce with minimum drag penalty'...okay, it's not reachable, but you just throw that around."

The 1970 March 701's detachable side 'wings' carried no vertical fins nor outboard closure surfaces to separate flow over the wing section from the general airstream around the entire car. This drastically reduced the 'wing's ability to create really significant downforce.

3

Near plan-view of '79/4' in the Zandvoort pits, Andretti wired-in to team principal Colin Chapman. Evident here are the new-technology side-pods with radiator exit vents on top, the crucial new underwing surfaces hidden beneath them.

© LAT Motorsport Images.

4

While they fought each other quite hard for team-mates on track, these two superstar drivers - Ronnie Peterson and Mario Andretti were firm friends; mutual respect the key.

© LAT Motorsport Images.

5

Special cars - special drivers - special people - John Player Team Lotus celebrating their 1978 Formula 1 Constructors' Championship status.

© LAT Motorsport Images.

Andretti: "I said to Colin: 'What if we [modify] the sidepods, make them bigger and then add an outboard fence to them...? And that's what they did. That's how the [Lotus] 78 was born to start the process..."

"In testing the [Lotus 78] was getting some advantage from downforce... but we didn't really know how much because at that time the model-sized wind tunnel was not getting any real figures.

"What opened our eyes big time was testing at Hockenheim (Germany) and at the end of the two long straightaways, in a long right-hander and quite fast ... I could find additional downforce right there".

The Lotus 78's first stab at using sidepods and underbody wing profiles offered promise, and through testing, the next breakthrough emerged. Sitting a few inches off the ground, the outer edges of the sidepods would prove to be too high, which allowed the air flowing through those sidepods' underwing tunnels to escape or surrounding air to rush in. As Mario found while turning into fast corners, the Lotus 78 leaned to one side, the outer sidepod came close to sealing the edge against the road, and suddenly he'd feel the car sucked down providing a massive boost in cornering grip.

"I said to Colin, 'Looks like I'm closing the gap between the fence and the road because of the body roll'. I was running the car fairly soft still. So he sent [chief mechanic] Bob Dance to town to buy some strips of plastic to close the gap.

"So I'd go out and it'd improve. But then the plastic would wear down, then you're back to square one. So that's why, if you look at the season in 1977, as it was progressing, we fitted brush fences. [Colin] hired one of the photographers to go a different [corners] to photograph and see which way the bristles are going to get an idea of the flow."

Without a device that would extend from the outer edges of the sidepods to connect with the ground while Andretti and team-mate Gunnar Nilsson drove at high speeds, the Lotus 78 would lack the proper vacuum beneath the car to reach its downforce potential. Plastic strips and brushes were a good first attempt, and the Type 79 would follow that route.

"We were losing a lot of underwing air going down the straight. So that's when moveable skirts were born...it was one process after another. Now the next problem was the diffuser in the back, you never thought about having a clean exit for the air, but that was important [to draw maximum airflow through the newly created tunnels]. Obviously, we were increasing the flow, which was creating a downforce, so the difference between the Lotus 78 and 79 is they really cleaned up the back end of the Lotus 79."

Into 1978, with Andretti and his new team-mate Ronnie Peterson driving, Lotus took the small lessons gained from the 78 and applied them to the 79. Inevitably, new problems were encountered. While its World Championship-dominating record established it as the legendary Formula 1 design it most certain is, but Mario recalls how the 79's then-sublime aerodynamics and winning downforce achievements masked at least one enduring issue derived from the clean-up process.

"We had inboard brakes at the rear and this [was] a double-edged sword. Hewland cast half of the calipers into the gearbox, [recessed] so [the air] would have a nice flow to the back for the diffusers. It accomplished that. But the gearbox runs pretty hot and we began boiling the brake fluid [then at] every corner you had to keep pumping the brakes, and after a while, you really didn't even have any rear brakes because the fluid was just boiling.

"Ronnie and I just kept complaining to Colin...and I guess he just did not believe that this was an issue [because] we won races - with no brakes!".

Exploring the Lotus 79's needs during testing displayed to the full the working dynamic between Andretti and Chapman.



Mario's driving style, right on the limits of cornering, braking, and acceleration, all without stepping over the edge, was tailor-made for Lotus 79 ground effects. While many Andretti rivals resorted to a constant state of yaw, flickering between grip and slide, his 79 displayed extreme smoothness, keeping the chassis from rolling and bucking, to maintain underbody downforce. There Mario truly made his mark.

After winning the season-opening Argentine GP, he added further victories in the Belgian, Spanish, French, German and Dutch races, before winning on the road (pre-penalty for jumping the start) in Italy, nation of his birth. Six official wins from 16 races, plus two from Peterson before his tragic injuries at Monza, gave Lotus and its Type 79 a 50 per cent win rate.

But its masterly World Champion Driver has lived with the conflicting emotions triggered on his title-winning day at Monza.

Confusion at the Grand Prix start had the starting signal triggered before the field was in position. While pole-position Andretti and Ferrari's Gilles Villeneuve streaked off the front row on their own, a jumbled assembly of cars barrelled in their wake towards Turn 1. Then cars were jostling, spinning – and crashing. Peterson's Lotus (a Type 78), crashed into a barrier, detonating into flames. His leg injuries were survivable, but the embolism which followed in hospital was not...

Years later, Mario recalled: "It's always going to overshadow what could have been the most satisfying day of my life. But I could never really truly celebrate and I never will."

But ever since he has truly celebrated the Lotus 79 that he drove – declaring unequivocally "Of all the race cars I ever drove – that 79 is my favourite".

In fact the full racing record of Lotus Type 79 chassis '79/4' – or 'JPS22' in the contemporary John Player Special promotional lexicon – is as follows:

1978

August 27 – Dutch GP, Zandvoort – Mario Andretti – **FIRST, POLE**
Sept 10 – Italian GP, Monza – Mario Andretti – **FIRST penalty sixth, POLE**
October 1 – United States GP, Watkins Glen – Mario Andretti – **POLE** but DNS (minor warm-up crash)
October 8 – Canadian GP – Mario Andretti – 8th
Car then retained for use by re-liveried Martini Team Lotus, 1979

1979

January 21 – Argentine GP, Buenos Aires – Mario Andretti – damaged at start
February 4 – Brazilian GP – Mario Andretti – Rtd
May 27 – Monaco GP – new team-mate Carlos Reutemann – **THIRD**
July 1 – French GP, Dijon-Prenois – Carlos Reutemann – 13th
July 14 – British GP – Mario Andretti – Rtd
August 12 – Austrian GP – Carlos Reutemann – Rtd
August 26 – Dutch GP – Carlos Reutemann – Rtd
September 9 – Italian GP, Monza – Carlos Reutemann – 7th



6

Opening stages of the restarted 1978 Italian GP at Monza, Mario in '79/4' dives into the Vialone ess-bend ahead of the always-sensational young Ferrari star, Gilles Villeneuve. This race will confirm Andretti as 1978 Formula 1 World Champion Driver. © Getty Images.

7

Monza pits - 1978 Italian GP - Andretti and the Lotus 79s' so-laurelled season.
© LAT Motorsport Images.



7



8

1979 Monaco GP, Monte Carlo - Lotus '79/4' raced in this alternative to tobacco livery - Carlos Reutemann heading towards a third-place podium finish in the world's most glamorous motor race.

© LAT Motorsport Images.





The World Championship-clinching car in 1978 trim was preserved by Team Lotus into 1983 when it was sold to American Harley Cluxton's famed Grand Touring Cars Inc, of Scottsdale, Arizona. On February 27, 1984, he then passed it on via James Stollenwerk in a part-exchange including a McLaren M8F CanAm car. It was acquired then by amateur-enthusiast Vintage owner-driver Gary Arentz, quite a capable mechanic in his own right. With input and assistance from respected American specialist Bert Skidmore the car became a star of every US event in which it appeared.

He derived great enjoyment from campaigning '78/4' at Vintage level through the mid-'80s until at Laguna Seca in August 1989 he crashed in high-speed Turn 2.

Upon fortunate recovery from his injuries, ever-enthusiastic Gary Arentz had '79/4's repair conducted by contemporarily renowned Californian F1 car preparer/restorer Phil Riley's specialist team.

After careful inspection of '79/4' we believe that the monocoque fuselage's inner panels each side of the driver today remain the 1978 originals. The dash panel, which Mario himself would have studied so intently during both his winning drives in the car at Zandvoort (Dutch GP) and Monza (Italian GP), we also conclude is the original.



Gary Arentz finally sold the car on November 18, 1999, to the present long-term owner – Duncan Dayton, himself a renowned and highly-respected driver and modern era Highcroft Racing team entrant of vast experience and long-standing. Included in semi-part-exchange was a racing trailer... ! His own professional team's specialist technicians subsequently race-prepared '79/4' to their own elevated standards, most significantly (for any future user/drivers) providing enhanced rigidity and safety within its footbox area in the form of aluminium-honeycomb reinforcement skinning. Since 2000, this superb car in the capable hands of its extremely active (and competitive) new owner regularly starred upon the Vintage racing stage. Of even greater significance has been '79/4's renewed relationship with Mario Andretti himself.

The present owner – remembering in his teens attending the 1978 United States GP at Watkins Glen, when he found himself within touching distance of both its left-front tyre and boyhood hero World Champion Mario as the great man climbed into its cockpit – also recalls most vividly a 2016 photo session back at The Glen, organised by 'Road & Track' magazine.

Upon arrival Mario seemed uncharacteristically disinterested. He subsequently admitted he had briefly tried the car during its former ownership - opting out after a single lap, unimpressed and disappointed. But now he quickly recognised the highly competent professional approach of the new owner's team, not least in first showing him the car's set-up data – as supplied from-period by today's Classic Team Lotus in the UK – and how their work matched it. The owner remembers: "...then he started to smile. We spent some time getting the car dialled-in to his liking, and once he was happy with it, he starts winding it up and you could hear he was *On It!*"







"The track hadn't been used in months. It was dusty. Mario just went barrelling past us into Turn 1 with the ground-effect tunnels kicking-up huge dust-wake clouds behind. One of the track supervisors rushed over telling us to call him straight in. 'He's going too fast for a photo shoot! You'd need an ambulance here for safety if something happens'. By that time Mario was just having a ball. When he duly came in he just smiled and said, 'Then go get me an ambulance!'."

9

Mario - The Man - justifiably regarded by so many as the most versatile great racing driver of the modern era - and who himself declares '79/4' his favourite race car.

© LAT Motorsport Images.

10

Long Beach demo laps - the veteran World Champion Andretti, bare-armed, wearing his Indy winner's finger ring, going for it in Lotus '79/4' as now offered here - his favourite race car indeed... © LAT Motorsport Images.

At the end of that memorable day, the World Champion added "Man, this is so fun, it's like dancing with an old date'."

At Long Beach a Formula 1 parade for such classic race cars was later organised, at which Mario – whom the organisers just expected to trundle round waving to the fans, borrowed a crash helmet to wear above his short-sleeved sports shirt, no race suit – as he again drove '79/4' now offered here.

He was fifth in line queueing to commence "a couple" of slow demonstration laps. "...Then it's his turn. And Mario just lights it up, leaves the pits in a big sideways burnout, and does five laps at full speed – not just two at parade speed. They were trying to flag him in but he just kept flying by.

"When he finally came in, he tosses me the helmet, and says, 'what are they going to do, throw me out?' ". Truly, Real Racers just never lose it. And, equally truly, the only surviving race car in which an American driver ever won the Formula 1 World Championship has never lost its towering aura. As always the intrinsic nature of a man-made thing of beauty will endure far beyond the lives of those intensely capable and committed people who conceived, created, crafted and campaigned it.



11

2023 Goodwood Revival Meeting - British historic racing specialist Martin Stretton during his recent spirited demonstration of this landmark Formula 1 icon - '79/4'. As both an exceptional museum piece and an eminently useable vintage race car accepted EVERYWHERE - 'Black Beauty' lives...

© Jordan Butters, Goodwood.

12

2023 Goodwood Revival Meeting.

© Jeff Bloxham, Goodwood.



12



And in the case of this particular 'Black Beauty' the historic technology-establishing landmark stature that the Lotus 79s established within all-time Grand Prix racing-cum-Formula 1 history is totally indelible. For they demonstrated the awesome capability of underwing ground-effects technology which has since dominated every single racing category in which regulations have allowed its use.

Even against the background of Bonhams|Cars' often-World record-setting achievements within this pinnacle-level racing car field, we have seldom offered one which can potentially be admired from so many different connoisseurial viewpoints.

It is a 'Black Beauty' indeed – a showcase piece – offered here in runnable order, not just treasure for the contemplative collector, but one for the user – one for the racer – and most demonstrably one for the history books. Above all it is an historic, landmark car of magnetic interest to every current Historic and Vintage event organiser.

We absolutely commend it to the market - Mario Andretti's favourite former dancing partner, indeed.

\$6,500,000 - 9,500,000

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this Lot to prevent any last-minute delays.

20 †

One of only 500 examples; stunning colour combination

2008 ALFA ROMEO 8C COMPETIZIONE COUPÉ

Chassis no. ZAR92000000043315

- *Delivered new to Japan*
- *Fewer than 21,500 kilometres recorded*
- *Extensively refurbished in 2023*
- *Four new Michelin tyres*



First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C Competizione revived a famous name from the Italian company's illustrious past when it entered production in 2006. The original 8C (eight-cylinder) Alfa engine had been designed in 1931 by the legendary Vittorio Jano and was used to power Alfa Romeo's most prestigious road models, as well as its sports-racing and Grand Prix cars, until the decade's end. Styled by Wolfgang Egger, the modern-day 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sports-racers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite a UK price tag of £111,000. Alfa, though, stuck by the decision to build only 500 examples of the 8C Competizione coupé but later changed its collective mind and made a further 500 Spider roadsters, making a combined total for both types of 1,000 cars.

The genesis of the 8C graphically illustrates the close links between Italy's premier marques: Alfa Romeo, Ferrari and Maserati, all of whom are owned by FIAT. Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and is powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena.



An enlarged version of that found in the Maserati Quattroporte and GranTurismo, the 4.7-litre V8 produces 450bhp at 7,000rpm and drives via a six-speed, semi-automatic, paddle-shift gearbox, which is located immediately ahead of the rear axle in the interests of mass centralisation. As is the norm with 21st Century supercars, the 8C also features switchable performance modes.

The main chassis and its engine/gearbox/suspension sub-frames are steel, with carbon fibre used for the passenger cell and external body panels. Carbon fibre and aluminium both feature in the stylish interior, which is equipped with lightweight, leather-trimmed seats by Poltrona Frau of Turin. Alfa Red or black were the standard exterior colours and there were also various options, some at extra cost. Different versions of the 8C were offered over the years: a Spider convertible; a one-off TZ3 Corsa by Zagato; and perhaps the best well-known: the Disco Volante, a tribute to Alfa's 'flying saucer' from the early 1950s, coachbuilt by Carrozzeria Touring.

No one buys an Alfa Romeo, and certainly not one as special as the 8C, without being interested in its performance potential. Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate customers was at all dissatisfied.

Finished in an elegant shade of metallic black with silver interior, this particular Competizione coupé is one of 70 delivered to Japan. This car has seen relatively little use, the odometer reading being under 21,500 kilometres. It is offered with the vendor's worksheet for the following (undertaken in 2023): removal and refinishing of 'sticky' interior trim; filling in holes for removed license plate brackets and repainting; replacing the non-standard radio with an original and correct Becker Cascade unit; retouching the wheel rims, balancing and alignment; and fitting a new battery, windscreen wiper blades, bonnet gas struts, and Michelin tyres (x4). Related invoices are on file and the car also comes with two keys; a Dubai ownership certificate; owner's manual and audio system manual; and a Japanese maintenance document.

Beautifully presented, this 8C Competizione represents a rare opportunity to acquire a limited edition Alfa Romeo supercar that can only become increasingly collectible.

\$250,000 - 300,000

Please note that this lot is subject to VAT on the hammer price.

21 †

One of only 500 examples; under 8,500 kilometres from new

2010 ALFA ROMEO 8C SPIDER

Chassis no. ZAR92000000050450

- *Delivered new to Japan*
- *Becker Cascade audio*
- *New battery*



First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C Competizione revived a famous name from the Italian company's illustrious past when it entered production in 2006. The original 8C (eight-cylinder) Alfa engine had been designed in 1931 by the legendary Vittorio Jano and was used to power Alfa Romeo's most prestigious road models, as well as its sports-racing and Grand Prix cars, until the decade's end. Styled by Wolfgang Egger, the modern-day 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sports-racers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite a UK price tag of £111,000. Alfa, though, stuck by the decision to build only 500 examples of the 8C Competizione coupé but later changed its collective mind and made a further 500 Spider roadsters, making a combined total for both types of 1,000 cars.

The genesis of the 8C graphically illustrates the close links between Italy's premier marques: Alfa Romeo, Ferrari and Maserati, all of whom are owned by FIAT. Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and is powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena.



An enlarged version of that found in the Maserati Quattroporte and GranTurismo, the 4.7-litre V8 produces 450bhp at 7,000rpm and drives via a six-speed, semi-automatic, paddle shift gearbox, which is located immediately ahead of the rear axle in the interests of mass centralisation. The Pirelli P Zero tyres were specially developed for the 20" alloy wheels. As is the norm with 21st Century supercars, the 8C also features switchable performance modes.

The main chassis and its engine/gearbox/suspension sub-frames are steel, with carbon fibre used for the passenger cell and external body panels. Carbon fibre and aluminium both feature in the stylish interior, which is equipped with lightweight, leather-trimmed seats by Poltrona Frau of Turin. Alfa Red or black were the standard exterior colours and there were also various options, some at extra cost.

Having debuted at the Pebble Beach Concours d'Elegance in 2005, the Spider commenced production in 2009 at Maserati's factory in Modena, the 8C's transformation into a convertible having been achieved by means of a two-layer electrically operated fabric roof. No one buys an Alfa Romeo, and certainly not one as special as the 8C, without being interested in its performance potential.

Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate 1,000 customers was at all dissatisfied.

Built for the Japanese market, this car was delivered new to its first owner on 20th December 2011 in Tokyo. Finished in Rosso Alfa with red interior, the car is offered with the vendor's worksheet for the following: removal and refinishing of 'sticky' interior trim; removal of front and rear license plate holders; filling in the plate holes and repainting; and replacing the radio with an original Becker Cascade unit.

The car also comes with a Becker radio service and code card; Dubai ownership certificate; spare key; invoice for a new battery (13.07.23); warranty card; and owner's service book. As with most ex-Japan cars, the latter is not stamped but there is the Japanese maintenance document on file. A rare opportunity to own a limited edition Alfa Romeo supercar that can only become increasingly collectible.

\$220,000 - 300,000

Please note that this lot is subject to VAT on the hammer price.

22 Ω P

The Property of Double Formula 1 World Champion Driver/Double Le Mans 24-Hour race winner and LMP1 World Champion Driver - Fernando Alonso

2022 McLaren ELVA TWO-SEAT OPEN COCKPIT HYPERCAR

Chassis no. SBM26ACB6MW815114

- *The property of double Formula 1 World Champion Driver, Fernando Alonso*
- *His custom-built no-compromise, super-lightweight, performance projectile*
- *Stupendous 800hp driving experience*
- *Number 114 of edition limited to just 149*
- *Spectacular 'no windscreen' aerodynamic design*
- *The unique, customised 'Alonso McLaren Elva'*





1

1

The ageless Fernando Alonso began this season by scoring three consecutive Grand Prix 3rd-place podium finishes, then 4th-3rd-2nd in the following three World Championship rounds - followed by two more 2nds, punching his Aston Martin team back to truly challenging form: proof of his enduring driving talent.

© LAT Motorsport Images

If ever there was an equivalence formula between such a mouth-wateringly highly-specified, performance-capable hypercar such as this and its driver owner, then Lot 22P now offered here would surely be supremely well matched to its 800-plus horsepower, 200mph, double-Formula 1 World Champion owner, the great Fernando Alonso.

The McLaren Elva is a limited-production model inspired by the legendary heritage of the then-infant McLaren marque in 1964-65. The admirable, much-loved and immensely-respected Le Mans 24-Hours and double-CanAm Championship-winning driver/engineer Bruce McLaren had produced his little team's first sports car design in 1964, now 59 years ago.

Would-be customers flocked to the little independent team's door wanting to buy similar cars to race in 1965, but McLaren had no production capacity. To meet such clamouring demand, Bruce struck a deal with the long-established Elva Cars concern to manufacture customer-market sports-racing cars to his team's design.

To celebrate that landmark development, today's McLaren company launched its truly startling modern McLaren Elva, as exemplified by this unique, headline hypercar we now have the privilege of offering here from Fernando Alonso's personal collection.

It represents the latest member of the modern marque's exclusive Ultimate Series, which includes such sensational models as the McLaren P1 and the Speedtail. McLaren announced that the Elva model's production would be limited to 149, of which this example is number 114. Buyers were invited to customise each one through the company's MSO Division.



The McLaren Elva's eye-catchingly unconventional form is focused upon its open cockpit low-line design without a conventional windscreen. Driver and passenger protection is instead provided by an ingenious aerodynamic feature, wind-tunnel developed and proven to divert the airstream high above the occupants' heads.

Motive power is provided by a twin-turbocharged 4.0-litre V8 engine, delivering upon driver demand no less than 804 horsepower plus the stupendous torque figure of 590 lbs/ft.

Transmission to the rear wheels is via a seven-speed dual-clutch automatic transmission, this entirely jaw-dropping McLaren Elva being capable of accelerating from 0-62 mph in fewer than three seconds, 0-100mph in 4.9secs and 0-124mph in just 6.7 - quicker than its sister, track-focused, McLaren Senna.

The fact that the Elva as offered here is McLaren's most lightweight modern-regulation road car does not detract from its detail finish. The McLaren Elva's elimination of a conventional windshield provides what the manufacturer describes as "...the purest driving experience possible".

Stylistically, without windscreen interruption the Elva's exterior and interior are seamlessly merged. Its exterior body surface extends into the upper dashboard and door panelling. Visually, driver attention is drawn to a minimalist central infotainment screen, while the flat-bottomed steering wheel is free of complex button controls, the fully digital-gauge cluster binnacle being mounted upon the steering column sleeve, the entire assembly moving together. A series of climate-control vents located below the beltline, maximise hot and cold air flow. And as the American magazine *'Car & Driver'* reports "...the Elva's neatest trick uses natural airflow and a front-mounted deflector to direct air up and over the cockpit. McLaren calls it Active Air Management, and the system automatically adjusts based on how fast the car is traveling. The company will also offer a fixed windshield to comply with certain state laws".

Quoted McLaren Elva price as launched was US \$1,695,000. Yet in collectability terms this individual car's momentous Fernando Alonso-specification status and personal ownership should also be considered. Most significantly, he will be present at the Sale and will personally hand over the keys to the successful buyer.

"When the road's clear and you let loose, the sensation of speed as the Elva accelerates might be the greatest I've experienced in a road car. More power and less weight than the McLaren Senna combined with exposure to the elements provides a unique sensory experience."

- Andrew Frankel, Autocar (UK)





Fernando Alonso, the now 42-year-old Spanish superstar driver's startling competitive longevity is self-evident as his seven podium-place (top three) finishes (up to the Qatar GP) in this current 2023 Formula 1 World Championship series plainly attest, driving his Aramco Cognizant team Aston Martin-Mercedes AMR23.

He holds the record for the most Formula 1 World Championship race starts ever made by any driver (no fewer than 371 up to the 2023 Qatar GP) while his Formula 1 racing career overall now extends back no fewer than 18 years to his 2001 debut with the Italian Minardi team. He has since starred in Renault (2003-6 and 2008-9), McLaren (2007 and 2015-18), and Ferrari cars (2010-14), before a sabbatical 2019-20 then his startling Formula 1 comeback with Alpine in 2021-22; before joining Aston Martin this year - and instantly bouncing back into top-three podium prominence.

His simply prodigious driving talents made him (at the time) the youngest-ever Formula 1 World Champion, aged just 24, in 2005, before he achieved his second consecutive F1 World title in 2006. Jump forward to the Singapore Grand Prix of this year where Fernando became the first Formula 1 driver to complete a monumental 100,000kms of Grand Prix racing!

Overall Fernando Alonso's Formula 1 racing record at the time of writing features 32 wins, 22 pole positions and 97 podium places (and rising...).

During his sabbatical years this entirely remarkable true-blue racer satisfied his interest in experiencing other forms of the sport by winning the Le Mans 24-Hours sports car endurance classic - not just once, but twice in succession - 2018-2019, plus the Spa 6-Hours, Fuji 6-Hours and Sebring 1,000-miles, all for Toyota. Along the way he added a further victory, this time in America's Daytona 24-Hours driving for Cadillac. And he also clinched yet another World Champion's title, this time as LMP1 title holder, in parallel with his Toyota-team co-drivers Sébastien Buemi and Kazuki Nakajima.

2

Double-World Champion Alonso acknowledging victory in the 2007 Monaco GP upon his McLaren-Mercedes MP4/22. That year he had already won the Malaysian GP and he went on to add further victories in both the European and Italian GPs.

© LAT Motorsport Images

3

Fernando Alonso's twin back-to-back Formula 1 Drivers' World Championship titles were secured in the Renault works team cars 2005-06 - winning seven GPs each year, driving the 3-litre V10-cylinder RS25 model in '05, then the 2.4-litre V8 RS26 the next.

© LAT Motorsport Images

4

As number one driver for the Aramco Cognizant Aston Martin team both last year and this, Fernando Alonso's input has helped elevate the daring new team from midfield to front runner.

© LAT Motorsport Images





And still there's even more; Alonso attacking the renowned Indianapolis 500-Miles speedway classic in both 2017 and 2020, driving a McLaren-entered Dallara and leading the world's richest individual race no fewer than four times.

In 2020 this most astonishing of modern topline racing superstars even contested the punishing Paris-Dakar off-road rally, driving a Toyota Hilux - his impressive performance unfortunately punctuated by not just one crash, but two, yet still he reached the finish line.

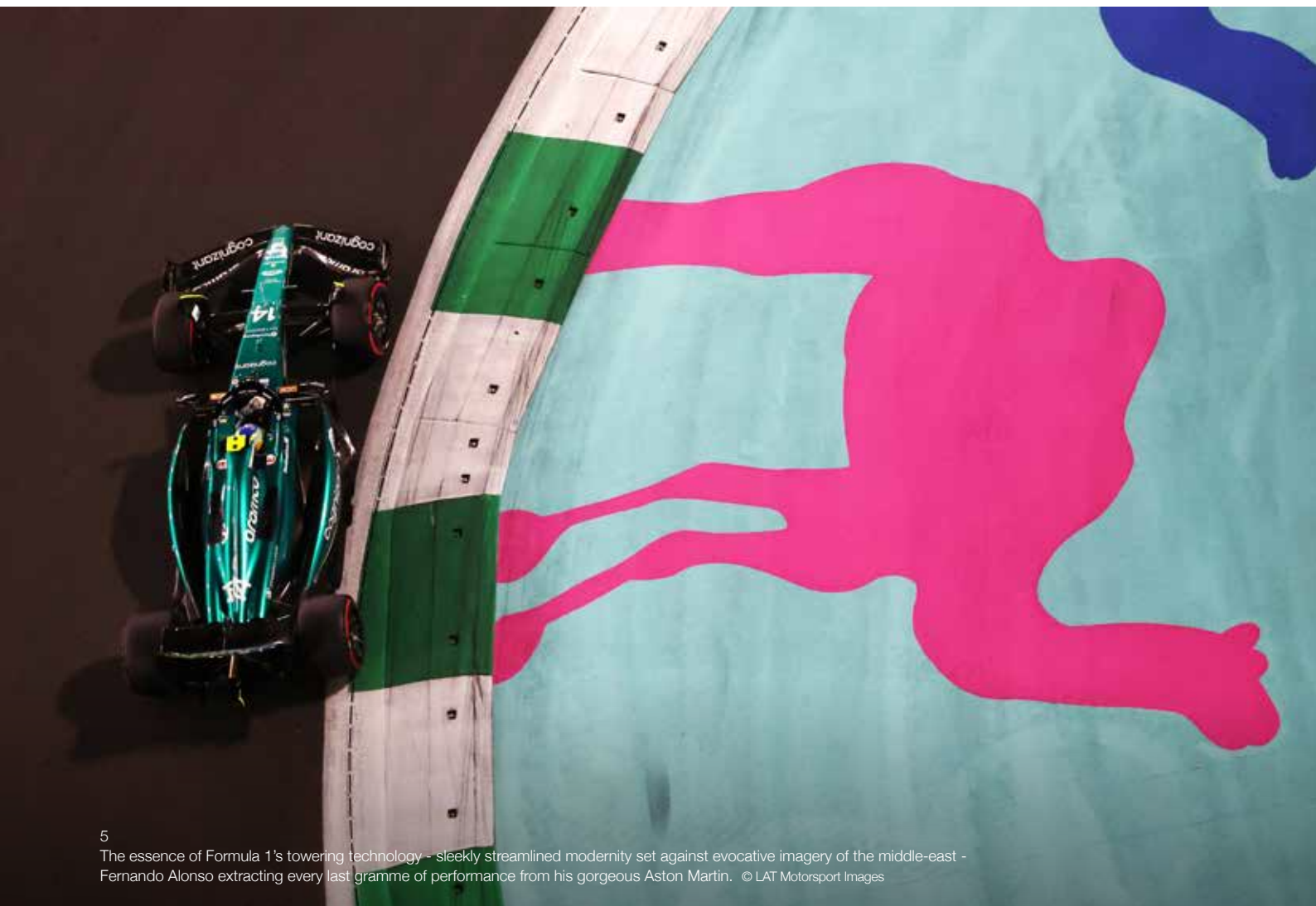
So, just add this 2022 McLaren Elva's unique specification - with only 4kms "on the clock", note - and provenance to the towering record of its simply remarkable, connoisseurial, superstar double-World Champion/double Le Mans-winning owner.

This vehicle is required to have a Pre-Delivery Inspection at a McLaren Retailer before onward delivery to the buyer. This will be completed locally and will have no charge to the buyer. Please note that this vehicle will not be available for immediate collection and will only be delivered after the completed inspection.

\$2,500,000 - 3,000,000

Please also note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this Lot to prevent any last-minute delays.



5

The essence of Formula 1's towering technology - sleekly streamlined modernity set against evocative imagery of the middle-east - Fernando Alonso extracting every last gramme of performance from his gorgeous Aston Martin. © LAT Motorsport Images



23 Ω

One owner and delivery mileage

2022 FORD GT 'CARBON EDITION' COUPÉ

Chassis no. 2FAGP9DW5NH200118

- *Modern reworking of an iconic racing GT*
- *'Second generation' V6 turbo model*
- *Only 30 kilometres from new*
- *Still under guarantee*
- *All books and accessories*
- *Extensively optioned including signed engine bay cover*





"This is what true innovation looks like. From its 3.5L EcoBoost® technology to its ultra-efficient aerodynamics, the Ford GT is the culmination of everything great we do at Ford. ...everything about the Ford GT is designed to deliver pure performance." - Ford Motor Company.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. The GT40 first ran competitively in 1964 but failed at Le Mans that year and again in 1965. That first sweet Le Mans victory would fall to the 7.0-litre Mark II, with victory the following year going to a US-built Mark IV 'J' car. (The GT40 Mark III was the British-built road-going version). Of the three GT40s that lined up together for that famous 1-2-3 clean-sweep finish at Le Mans in 1966, the first two were entered by Shelby American while the third, driven by Ronnie Bucknam and Dick Hutcherson, was entered by Holman & Moody.

A decade later and the GT40's status as an all-time great classic sports car had been firmly established, leading to an increased demand for unmolested originals and the start of a replica-building industry. Perhaps the only surprise concerning the emergence of a reconstituted 'official' version is that it took Ford the best part of 40 years to get around to it.

The 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department under the direction of John Coletti and Fred Goodnow. The composite body panels were unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, SVT Engineering developed an all-new aluminium spaceframe combining extruded sections and panels. Doubling as fuel reservoirs, a pair of massive sills contributed much to the original's chassis stiffness, whereas the new GT relied on a centre-tunnel 'backbone' that greatly improved ease of entry and exit. The suspension design was an advance on the original's, consisting of unequal-length control arms and a pushrod/bell-crank system acting on horizontally mounted coil spring/damper units. Braking was handled by six-piston, Alcon callipers with cross-drilled and ventilated discs all round.



In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, the supercharged MOD 5.4-litre V8 produced 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7.0-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle used ZF internals and was sourced from RBT Transmissions, whose founder Roy Butfoy had been a member of Ford's racing team at Le Mans. The interior featured leather-upholstered, Recaro bucket seats with aluminium ventilation grommets embedded into the panels. The instrument layout followed the original's, comprising analogue gauges and a large tachometer complemented by modern versions of the traditional toggle switches.

Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress.

Tested for *Motor Trend* magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name. A total of 4,038 cars had been completed when production ceased at the end of 2006, over three quarters of which were delivered in the USA.

In 2015 a second-generation Ford GT was unveiled at the North American International Auto Show. Technologically a far cry from its predecessors, the new Ford GT featured a 3.5-litre twin-turbocharged V6 engine; a carbon-fibre monocoque chassis; carbon-fibre body panels; pushrod suspension; and active aerodynamics. Producing 647bhp, the EcoBoost turbo V6 drove the rear wheels via a Getrag seven-speed DCT gearbox. The factory claims a sub-3.0 second 0-60mph time and a top speed of 216mph (347km/h), which makes the Brembo carbon-ceramic brakes a necessity rather than a luxury.

In fact, Ford's new supercar had been created with GT racing in mind, hence the presence of an integral roll cage and a host of other competition-car technologies. Yet despite its start-of-the-art track-focused suspension, the GT has a ride quality rivalling that of a luxury saloon.



Autocar's Matt Prior was obviously impressed: "the GT... has a level of composure - that balance between ride and handling – that I'm not sure I've better experienced in 20 years of road testing. It's so compliant, yet there's so little roll, and body movements are so well controlled, that is genuinely astonishing". All of the planned 1,000 road models had been sold before deliveries commenced in 2017, and these exclusive supercars remain highly sought after today.

And as for its maker's racing aspirations, the new GT did not disappoint. At Le Mans on 19th June 2016, the number '68' Ford GT of Ford Chip Ganassi Racing driven by Hand/Müller/Bourdais finished 1st in the LM GTE-Pro class, their victory marking 50 years after Ford's first Le Mans win in 1966 with the original GT40.

Ford updated the GT for the 2020 model year, introducing several mechanical upgrades and new special editions. The 3.5-litre blown V6 now incorporates gallery-cooled pistons, higher-energy ignition coils and larger intercoolers, and produces 651bhp while at the same time delivering a 'broader torque band' according to Ford, although peak torque remains unaltered. Previously optional, the standard exhaust is now the lighter titanium system by Akrapovič, which still delivers the GT's evocative engine note. The suspension is now stiffer in Track mode, and the rear buttresses have been redesigned to increase airflow over the car.

Finished in Frozen White with matching interior, this one-owner Ford GT has covered a mere 30 kilometres from new and is still under guarantee. In addition to the exceptionally generous inventory of standard features, this car incorporates the optional Equipment Group 600A: lightweight Alcantara-trimmed steering wheel; titanium lug nuts; lightweight titanium tow hook; and 20" gloss exposed carbon fibre wheels. It also has the carbon graphics package; front license plate bracket; exterior carbon fibre package in gloss; re-entry interior package; EAO radio frequency – IBMAB; 50 state emissions; exposed carbon mirror caps; and a Ford GT indoor cover in black. Offered with all books and accessories, and presented in stunning, brand-new condition, this pristine example represents a not-to-be-missed opportunity to join the select band of Ford GT owners.

\$900,000 - 1,200,000

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

24 †

The 62nd of 350 examples planned

2010 LAMBORGHINI MURCIÉLAGO LP 670-4 SUPER VELOCE COUPÉ

Chassis no. ZHWBA81H2ALA03887

- Built to Gulf Co-operation Council specifications
- The ultimate Murciélago
- Circa 17,500 kilometres from new
- Serviced by Lamborghini Ultimate Motors LLC in April 2023



“So given that the 6.5-litre engine produces a thundering 663bhp at 8,000rpm and 487lb/ft at 6,500rpm, it’s hardly surprising to discover that the performance is quite a long way the other side of impressive. Think 0-60mph in 3.2sec and 0-100mph in under seven and only then will you get an inkling of what it feels like to open the accelerator in second gear and hold it there for a while.” – *Autocar* on the Murciélago SV.

Successor to the Diablo and Lamborghini’s flagship model, the Murciélago ‘hypercar’ was introduced in 2001 for the 2002 model year, and like its forebears was named after a famous fighting bull. The Murciélago was Lamborghini’s first new design for 11 years and also the Italian company’s first since its acquisition by the Volkswagen Group’s Audi division in 1998.

The angular, Luc Donckerwolke-styled coupé was very low, boasting a roof height of just under 1.2 metres, and featured distinctive ‘scissor’ doors that swung upwards and forwards when opened. A combination of carbon fibre, steel, and aluminium was used for the chassis/body, while the suspension featured the supercar-standard double wishbones all round. The Murciélago’s power unit was a longitudinally mounted 6.2-litre V12, an engine that could trace its ancestry back to the very first Lamborghini of 1964.



As installed in the Murciélago, this formidable unit produced 572bhp, which was delivered to the ground via a six-speed manual gearbox and four-wheel drive, while an active rear wing and active air intakes, deployed automatically when required, helped keep the Murciélago stable at its circa 200mph top speed. Roadster and up-rated LP 640 models followed, the latter powered by a 6.5-litre version of Lamborghini's long-running Giotto Bizzarrini-designed V12 and available with 'e-Gear' semi-automatic sequential transmission. Brakes that faded after repeated high-speed decelerations had been one of the original Murciélago's weaknesses, so the LP 640 could be ordered with carbon ceramic stoppers at (considerable) extra cost.

There were various limited-edition variations on the theme - including 40th Anniversary, Versace and China Editions, as well as the highly modified Reventón - before the ultimate Murciélago - the LP 670-4 Super Veloce (SV) - made its debut at the Geneva Motor Show in 2009. As its nomenclature suggests, the LP 670 came with 670PS (661bhp) on tap, while its weight was significantly reduced by more extensive use of carbon fibre, 100kg being shed. Previously an option, the powerful carbon ceramic brakes with their six-piston callipers were standard on the SV.

"You can sense the reduction in weight more than the increase in grunt in virtually everything the SV does, right down to increased power and response under brakes," declared *Autocar*. "Dynamically it takes the game at least one notch forward compared with the LP 640. Which is no mean achievement."

Lamborghini claimed a top speed of 209mph (336km/h) for the track orientated Murciélago SV, though to realise the car's full potential it needed to be fitted with the optional smaller rear wing, in which case the fortunate driver could expect to see 212mph (341km/h) registering on the speedometer. Production of 350 SVs was planned, although according to some sources only 186 were completed out of a total Murciélago production of a little under 4,000 cars.

This striking Arancio Sole SV was delivered new in Dubai as a Middle Eastern (Gulf Co-operation Council) specification car and has covered fewer than 17,500 kilometres from new. In 2019, the Murciélago briefly visited Japan where it was serviced and maintained before returning to Dubai in 2023. It was serviced in April 2023 by Lamborghini Ultimate Motors LLC at a cost of AED21,684.60 (invoice on file) and comes with owner's manual, two keys and a Dubai ownership certificate. Rare and highly desirable, this beautiful Super Veloce represents the last of the 60-year dynasty of Lamborghini's wonderful V12s. Rarely offered at auction, this is an opportunity not to be missed!

\$430,000 - 600,000

Please note that this lot is subject to VAT on the hammer price.

25 †

2019 LAMBORGHINI AVENTADOR SVJ LP 770-4 COUPÉ

Chassis no. ZHWEM6Z09KLAD8824

- *Lamborghini's flagship supercar*
- *Circa 9,000 kilometres from new*
- *Extensive service history*
- *Most recent service in May 2023*





Latest in a line of spectacular supercars from Lamborghini stretching back to the iconic Miura of 1966, the Aventador was launched at the 2011 Geneva Motor Show, replacing the ageing Murciélago as the Sant'Agata factory's flagship model. Designed by Filippo Perini, the new mid-engine coupé borrowed heavily from Lamborghini's limited edition Reventón and the Estoque concept car. One of its more striking features was the scissor doors - a 21st Century supercar 'must have'.

Like its predecessors, the newcomer was powered by a V12 engine, in the Aventador's case an all-new 6½-litre unit producing 690bhp. Power reached the ground via a seven-speed semi-automatic gearbox and electronically controlled four-wheel drive transmission. A top speed of 349km/h (217mph) was claimed by the factory, yet the French *Sport Auto* magazine managed to wind 'their' car up to 370km/h (230mph).

The original Aventador LP700-4 was phased out after five years in production, since when there have been numerous progressively improved versions, plus, of course, the inevitable 'special edition' models. One of the most exotic and desirable of the latter is the Aventador SVJ LP 770-4, a track focused development of the Aventador S and SV, which was launched at the 2018 Pebble Beach Concours d'Elegance. The 6.5-litre V12 engine had been revised and now produced 770bhp at 8,500rpm and 531lb/ft of torque at 6,750 revs, while the extensive use of carbon fibre, and a titanium exhaust system, brought the weight down to 1,525kg (3,362lb). Lamborghini claimed performance figures of 0-100km/h (0-62mph) in 2.8 seconds and a top speed of over 352km/h (219mph).

'SVJ' stands for 'Super Veloce Jota', 'Super Veloce' meaning 'Super Fast', while the 'J' of 'Jota' is said to be a reference to the FIA's Appendix J for competition cars. On the other hand, give that Lamborghini has traditionally turned to famous Spanish fighting bulls for its model names, and the fact that the Jota is a Spanish folk dance in quick time, the SVJ moniker may have this alternative origin. Whatever its name's derivation, the SVJ is notable as the first production Lamborghini V12 to feature the Aerodinamica Lamborghini Attiva (ALA) system of aerodynamic devices that works with the Lamborghini Dinamica Veicolo Attiva 2.0 (LDVA 2.0) management system, using sensors to adjust the car's aero in only 500 milliseconds.

Prior to the official launch, a camouflaged SVJ prototype had set a new production car lap record of 6:44.97 at the Nürburgring Nordschleife in July 2018 with Lamborghini test driver Marco Mapelli at the wheel, thanks in part to the use of the optional Pirelli P-Zero Trofeo R tyres.

Finished in white with blue/black interior, the superb Aventador SVJ we offer comes with the following extensive service history: first service on 26/11/2020 at 2,204km; second service on 2/2/2022 at 6,764 km; and third service on 28/5/2023 at 9,023km. Only a handful of kilometres have been covered since the most recent service. The car has had PPF from new and comes in personal spec offered via AD Personam.

\$500,000 - 600,000

Please note that this lot is subject to VAT on the hammer price.

26 †

2016 MCLAREN 675LT SPIDER

Chassis no. SBM11SAB5GW675998

- One of only 500 675LT spiders made
- Only 18,850 kilometres from new
- Extensive service history
- Still under warranty
- Only two owners from new

"Amazing. Phenomenal. And possibly even a bargain... The 675 LT is McLaren's answer to the Ferrari 458 Speciale, a harder, lighter, faster, unbelievably intense reworking of the 650S, best enjoyed on a circuit but still immensely satisfying on the road." - *Top Gear magazine*

Nowadays every supercar manufacturer has to have limited edition, track-focused models in its catalogue, McLaren's 675LT being the British manufacturer's 'hardcore' version of its successful 650S. ('LT' is a reference to the Long Tail, Le Mans version of the McLaren F1 GTR.) The 650S had been launched in 2014, following hard on the heels of the P1 (2013) and 12C (2012), and thus in keeping with McLaren's plan to introduce a new model each year

McLaren has pioneered the use of carbon fibre in vehicle production over the past 40 years, and since the company introduced a carbon chassis into racing and road cars with the 1981 McLaren MP4/1 and 1993 McLaren F1 respectively, all its cars have featured a composite chassis.

The 650S shared the 12C's chassis and was powered by the same McLaren M838T 3.8-litre twin-turbo V8 engine and seven-speed sequential dual-clutch transmission. In the 650S this mighty engine delivers 641bhp, which is good enough for a top speed of 207mph (333km/h). (The model takes its name from the maximum power output in PS.)





Although its three-section retractable roof mechanism added some 40kg to the Spider version's weight, there was no loss of rigidity when compared with the closed coupé, as the 650S had been designed as an open car. The Spider's performance was virtually the same as that of the coupé, a 0-60mph (0-97km/h) time of 3.0 seconds and a top speed of 204mph (328km/h) being quoted.

Based on the preceding 12C, the 650S retained its predecessor's computerised hydraulically controlled suspension, albeit revised to improve the handling and ride at either end of the spectrum. Other upgrades included carbon-ceramic brakes, LED headlights, and Pirelli P-Zero Corsa tyres. Inside the cockpit, Alcantara was adopted as the standard trim material and there was an improved infotainment system, based on that of the P1.

For the 675LT, introduced at the Geneva Motor Show in 2015, the use of carbon fibre was extended, making the track evolution lighter (by 100kg) and stiffer than its 650S sibling. For the 675LT the carbon ceramic brakes were updated and lighter wheels specified (19"/20" front/rear), shod with grippier Pirelli P-Zero Trofeo R tyres, the latter street-legal. The aerodynamics too were extensively revised, boasting a new rear wing/air brake, carbon fibre diffuser, and larger front splitter, the result of these changes being an increase in downforce of 40%. Helping to achieve that 100kg weight saving over the 650S, the air conditioning was removed, new carbon fibre race seats installed, and thinner window glass adopted.

As its nomenclature suggests, the 675LT's engine produced 675PS (666bhp) courtesy of extensive internal improvements and revised turbochargers. By the time production ceased in 2017, McLaren had made only 500 examples of the 675LT coupé and a further 500 of the open spider version.

Top Gear was effusive in its praise of the McLaren 675LT: "Nothing less than one of the greatest automotive experiences ever. The bald performance figures tell some of the story: 0-62mph takes 2.9 seconds, 0-124mph is done in just 7.9 seconds, and its top speed is 205mph. But a more relevant number is the power-to-weight ratio: 542bhp-per-tonne, which suggests that McLaren might have driven itself to the brink of insanity in an effort to deliver the most focused driving experience imaginable... Half the components in the 3.8-litre twin-turbo engine are new, everything aft of the car's B pillars is new, and a whole heap of F1-inspired aero tricks have been employed to ramp up the 675's downforce. It also borrows the P1's suspension, so while its acceleration can peel tarmac and the cornering forces are extraordinary, it also rides surprisingly sweetly... It really is mind-blowing."

Delivered new to Dubai and finished in blue with black/orange interior, and benefiting from a PPF (Paint Protection Film), this 675LT has covered only 18,850 kilometres from new. The car is offered from only its second owner with an extensive service history and is still under its manufacture warranty. **\$175,000 - 200,000**

Please note that this lot is subject to VAT on the hammer price.

27 †

Stunning colour combination; under 9,000 kilometres from new

2006 FERRARI 575 SUPERAMERICA

Chassis no. ZFFGT61B000146653

- *Delivered new in Europe*
- *One of 559 built*
- *Recent timing belt service in 2021*
- *New glass roof in 2021*



In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible version of the 575M: the Superamerica. The Ferrari 575M (Modificata) had represented an evolution of the acclaimed 550 Maranello rather than an entirely new model when it arrived in 2002. With the introduction of the 550 Maranello in 1997, Ferrari had returned to its tradition of building front-engined V12 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 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds.

The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1.

Drawing its name from the iconic Pininfarina-designed Lampredi V12-powered GT cars of the 1950s and '60s, the 320km/h Superamerica retained the 575M's 5,748cc engine, six-speed 'paddle shift' manual gearbox, and running gear together with its general design while featuring a unique pivoting photo-chromic roof.



The work of Pininfarina's chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 'Daytona', it was the first roof of its kind ever fitted to a production car and was built using a carbon fibre frame integrated with electrochromic glass. The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light, letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun's rays at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds. A special GTC handling package and a manual gearbox (43 built) were optional for the Superamerica.

A letter on file from Tony Willis of the Maranello Concessionaires Archive confirms that this car was manufactured in January 2006 for the Finnish market and delivered to the first owner on 3rd September of that year. Still in Europe, it changed hands to a French collector and was later sold to Japan where our vendor acquired it.

In 2021 this Superamerica received a timing belt service and replacement of the glass roof (\$72,000 value, with corresponding struts in the lift mechanism) due to a crack in the original.

Finished in Nero Daytona (black) with Rosso (red) leather interior, the car comes with invoices for various services; owner's manual; instruction book; and a Dubai ownership certificate (local taxes paid). There is no service book, but the annual inspection from 2014 records the odometer reading at that time as 7,976 kilometres.

A highly original example, this 575 Superamerica presents a unique opportunity to secure a well-maintained, limited-edition Ferrari boasting a fresh glass roof, no 'sticky' buttons, and with under 9,000 kilometres on the odometer.

The Superamerica has become one of the most highly coveted Ferraris of recent times thanks to its rarity, uniquely innovative design, and the exhilarating driving experience that can only be had behind the wheel of one of these modern Ferrari V12 roadsters. An opportunity not to be missed.

\$350,000 - 450,000

Please note that this lot is subject to VAT on the hammer price.

28 Ω

2012 MAYBACH 62 S LIMOUSINE

Chassis no. WDBVG7HB5CA003232

- *Ultra-exclusive luxury saloon*
- *Delivered new to the UAE*
- *604bhp V12 engine*
- *Outstanding specification*
- *Just over 13,000 kilometres from new*
- *Offered from a prominent collection in the Netherlands*



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 Friedrichshafen, 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 0-100km/h time while the top speed remained limited to 275km/h. 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.

The beautiful Maybach 62 S we offer was delivered new to the UAE in 2012 and subsequently returned to the EU, forming part of an important collection in the Netherlands.

Boasting Mercedes-Benz's sybaritic Maybach Manufaktur interior and a wonderful panoramic glass sunroof, the car is finished in brilliant off-white, making it ideally suitable for use in countries blessed with a predominantly sunny climate. Currently showing just over 13,000 kilometres on the odometer, this lovely example comes complete with an old German TÜV; numerous invoices for work carried out; a professionally compiled insurance valuation report (2022); and all its original books.

\$350,000 - 450,000
No Reserve

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (if applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

29 Ω

105km on the odometer

2012 ASTON MARTIN DBS COUPÉ

Chassis no. SCFFDCBD4CGE03186

- One owner from new
- Built to Gulf specifications
- On static display since acquisition
- Offered from an extensive Middle Eastern private collection



Reviving a famous model name from Aston Martin's past, the DBS was based on the DB9 and replaced the outgoing Vanquish S in 2008 as the company's top-of-the-range supercar. Before then, the world got a mouth-watering preview when a DBS appeared in 'Casino Royale' (2006), Daniel Craig's debut in the role of James Bond. The DBS also appeared in the opening sequence of 'Quantum of Solace', the follow up film released in 2008.

In terms of its styling, the DBS was clearly a development of the DB9 but with the additions of a carbon fibre front splitter and carbon fibre rear diffuser among others. State-of-the-art manufacturing techniques were employed in making the aluminium/composite body, which was robotically assembled using a combination of self-piercing rivets and adhesive. The aluminium chassis is known as the 'VH Generation 2' platform, 'VH' referring to its vertical and horizontal adaptability.

The DBS was powered by a development of the 5.9-litre, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (190mph) in manual transmission form, with 60mph attainable from a standing start in a neck-snapping 4.3 seconds. The aluminium engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution, with commensurate benefits to handling, roadholding and controllability.

Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic. Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Production ceased in 2012.

This DBS was purchased new by the current vendor, specified in Storm Black with Sahara Tan leather and Light Tan Alcantara interior and has been on static display as part of their extensive private collection in the Middle East, the odometer reading a mere 105km. A battery has been fitted recently but the car is not running and will require some recommissioning before it returns to the road. Accompanying documentation consists of a (photocopy) registration card and copies of build records.

\$70,000 - 100,000

No Reserve

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

30 Ω

Only 451km on the odometer

2004 ROLLS-ROYCE PHANTOM CENTENARY EDITION SALOON

Chassis no. SCA1S68014UX00301

- *The ultimate in motoring luxury*
- *Understood to be one of circa 35 built*
- *Offered from an extensive private collection in the Middle East*



An historic model in the continuing history of the Rolls-Royce marque, the Phantom was the first all-new design to be introduced by the company following its takeover in 1998 by BMW. 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. At 3.56 metres, the new car's wheelbase was only fractionally shorter than that of the superseded Phantom VI limousine that had ceased production in the 1990s; gone however, was the old pushrod V8 engine, its place being taken by an all-new 48-valve V12 of 6.7 litres capacity. Despite being normally aspirated the latter produced 460bhp, comfortably exceeding the old engine's maximum when turbo-charged, albeit at a high (by Rolls-Royce standards) 5,300 revolutions. This abundance of power was transmitted to the rear axle via a six-speed automatic gearbox, while air-sprung suspension and automatic level control ensured that ride quality remained uncompromised.

Rolls-Royce's relatively small size and resulting lack of development funding had meant that evolution rather than revolution had characterised the progression of its cars; under BMW's stewardship however, the company was able to start afresh, embracing the best of modern technology. Thus the Phantom's bodyshell was a state-of-the-art aluminium space frame structure, stiffer yet lighter than the equivalent steel body, whose rear-hinged rear doors revived a practice from bygone days. This arrangement not only provided easy access for rear-seat passengers but also enabled photographs of the occupants to be taken unobstructed by the open doors, a positive advantage for a 'media savvy' clientele. While the 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 2004 Rolls-Royce celebrated the meeting of Charles Stewart Rolls and Frederick Henry Royce with a special Centenary Edition Phantom. These cars featured Dark Curzon paintwork, treadplates engraved with "C.S. Rolls & F.H. Royce 4th May, 2004", red detailed Rolls-Royce badges, chassis plate on the B-pillar, Meteor Silver wheels, Dark Curzon hides, figured mahogany veneer, aluminium dashboard and a solid sterling silver Spirit of Ecstasy. It is understood this car was delivered new in Dark Curzon, and has since been changed to its striking Metallic Green.

This Centenary Rolls-Royce Phantom has been on static display as part of the vendors extensive private collection in the Middle East and as such has an odometer reading of a mere 451km. A battery has been fitted recently and the car is running and driving, but given the cars period of static display, some recommissioning may be required before it returns to the road. Offered with a (photocopy) UAE registration certificate.

\$80,000 - 120,000
No Reserve

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact BonhamsCars or The Stables.

31 P †

One owner from new

2019 MCLAREN SENNA COUPÉ

Chassis no. SBM12ACB7KW800052

- *One of only 500 made*
- *Delivered new to Abu Dhabi*
- *McLaren Special Operations bespoke Gulf Oil livery*
- *Only 1,540 kilometres from new*









Launched at the Geneva Motor Show in 2018, the Senna is the third edition of the McLaren Ultimate Series, the others being the F1 and P1. The Senna takes its name from the late Formula 1 World Champion, Ayrton Senna, whose six-year (1988-1993) stint with the British team netted the Brazilian ace 35 Grand Prix victories and three World Drivers' Championships; he also helped McLaren win four consecutive Manufacturers' World Championships. Clearly, a car worthy of the Senna name would have to be something very special.

Not surprisingly, given its inspiration, McLaren opted for a design that maximised track performance above all other considerations, claiming that the Senna was the most extreme road car it had ever built, albeit one that was still road legal despite its radical aerodynamic configuration. "The remarkable, almost Brutalist rawness of the car's appearance hits you like a sharpened jab in the eye," declared *Autocar*. "The Senna clearly isn't a car that seeks the approval of admiring glances. Its design is, by McLaren's own admission, the purest expression of a 'form follows function' approach that it has created."

What surprised many was the fact that the Senna did not build on the experience gained with the hybrid P1, dropping the electric propulsion and instead relying solely on McLaren's tried and tested 4.0-litre twin-turbocharged V8 from the 720S. With 789bhp on tap, delivered via a seven-speed dual-clutch transmission, the Senna sprints to 100km/h (62mph) in 2.8 seconds on its way to a top speed of 335km/h (208mph).

The foremost reason for abandoning the electric motor and its heavy battery pack was the emphasis placed on saving weight: for a given power output the surest way of reducing lap times is to lighten the car, and in the Senna's case its designers got the dry weight down to a commendable 1,198kg; needless to say, carbon fibre is found in abundance. Road car aerodynamics were taken to a new level in the Senna, which features an enormous twin-element rear wing capable of rotating through almost 90 degrees and working in conjunction with concealed winglets in front bumper. The result of all this precise control of airflow is a mighty 800kg of downforce at 249km/h (155mph).

Equally worthy of note is the innovative suspension system, which uses interlinked hydraulically adaptive dampers and hydraulic gas-filled accumulators, the latter taking the place of conventional springs and anti-roll bars. In Race mode the ride height is reduced by 39mm at the front and 30mm at the rear, resulting in increased under-body downforce and even greater levels of grip.

According to *Top Gear* magazine: "The way it moves into corners is ridiculous, terms such as understeer and oversteer don't have any place when all you can do is get braver and discover where the limits lie." *Top Gear's* tester was equally impressed by the immensely powerful carbon ceramic brakes, for which McLaren claim a stopping distance of 100 metres from 200km/h (124mph) - 16 metres shorter than that of the P1, while stopping from higher speeds can produce longitudinal braking power in excess of 1.5g.



Opening the dihedral doors reveals a cabin trimmed in bare carbon fibre and equipped with fixed-back bucket seats and a flip-up dashboard display; glass panels for the roof and doors are optional extras. Despite a UK base price of £750,000 (approximately US\$915,000), McLaren had no trouble selling the entire 500-unit Senna production run.

Delivered new to Abu Dhabi, this wonderful McLaren Senna has covered a mere 1,540 kilometres in the hands of its first and only owner and has a full McLaren service history. The car is beautifully finished in the evocative racing livery of Gulf Oil - a McLaren Special Operations (MSO) bespoke colour scheme - while other MSO highlights include the following:

- Bespoke painted centre locks
- Bespoke painted aero blades
- Bespoke painted end plates
- Bespoke paint detailing on interior
- Bespoke painted door struts

This car also has the optional air conditioning and Bowers & Wilkins audio system (the latter costing £5,000) and features a quote from Ayrton Senna on the passenger-side dashboard: "If you have God on your side, everything becomes clear."

Despite appearances to the contrary, the Senna is no mere racer-with-numberplates, unlike some of its track-focused rivals. "So many offer the outright grip and speed without making it accessible," reckoned *Autocar*. "The Senna is different. No other road-legal track-day car has such a fully realised blend of mind-blowing circuit performance and excitement, amazingly tame drivability and brain-frazzling driver reward." Clearly, in creating the Senna, McLaren had indeed come up with a car worthy of the name.

\$1,100,000 - 1,400,000

Please note that this lot is subject to VAT on the hammer price.

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this Lot to prevent any last-minute delays.



32 †

1996 FERRARI F512M COUPÉ

Coachwork by Pininfarina

Chassis no. ZFFVA40JPN0104105

Engine no. F113G*41790*

- *Last-of-the-line model*
- *Built for the Japanese market*
- *Circa 25,000 kilometres from new*
- *Ferrari Classiche certified*





Introduced in 1994, the F512M was the final development 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 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 512BB – 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 512BB, 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 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the 512M – for 1995. For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before. Only 501 examples of the 512M had been completed when production ceased in 1996.

Dating from the final year of production, this last-of-the-line example of the legendary Italian supercar was supplied new to Japan and has covered only some 25,000 kilometres from new. The car was Ferrari Classiche certified in 2022 and comes with the all-important Red Book. The car was most recently serviced in April of 2023 by official Ferrari Dealer and Service centre Premier Motors, in Abu Dhabi.

\$350,000 - 400,000

Please note that this lot is subject to VAT on the hammer price.

33 P †

2015 PORSCHE 918 SPYDER

Chassis no. WP0ZZZ91ZFS800185

- No. 185 of the 918 made
- Middle Eastern specification
- Generously optioned
- One owner from new
- Less than 650km from new





"The art of understatement is evidently not lost on the good people of Porsche. Quietly under-promising and then spectacularly over-delivering is a surefire way to produce very satisfied customers. Always has been; always will be. It has worked a charm for Stuttgart's sports car specialist for decades and continues to with the (whisper it) incredible 918 Spyder. Here is a car with hybrid-carbon fibre construction, a combustion engine and suspension set-up donated by a prototype racing car, and a petrol-electric 'plug-in' powertrain the likes of which the world has never seen." – *Autocar*.

Nowadays, in these increasingly environmentally-conscious times, even supercar manufacturers are expected to make at least a cursory nod in the direction of better fuel economy and reduced emissions; hence the arrival of 'hybrid' technology in this previously fossil-fuels-only sector of the market. This has had the effect of endowing the modern supercar with some green credentials, while at the same time bringing with it a welcome performance boost in the shape of an additional (electric) motor or motors.

In the 918 Spyder's case, Porsche combined a normally aspirated 4.6-litre race-derived V8 engine producing 599bhp with two electric motors - one for each axle - delivering an additional 282 horsepower. The energy storage system is a 6.8kWh liquid-cooled lithium-ion battery positioned behind the passenger compartment. In addition to charging from the mains electricity supply, the battery is also charged by a regenerative braking system while the car is on the move.

The 918 Spyder was first shown as a concept car at the Geneva Motor Show in March 2010, the resulting avalanche of enquiries convincing Porsche's management that it should be approved for production. The production version was duly unveiled at the Frankfurt Motor Show in September 2013, and despite a starting price tag of €611,000, all of the 918 units planned has been sold by December 2014. Production ceased in June 2015 as planned.

Anyone with the slightest familiarity with the marque cannot fail to have noticed that the 918 Spyder's styling references many of the famous racing Porsches of the past. Its competition connections don't stop there, for the 918's suspension and engine are derived from those developed for Porsche's RS Spyder sports prototype of 2005. Suspension all round is by aluminium wishbones and links, with adaptive dampers as standard and the same rear-steer system first seen in the Porsche 911 Type 997 GT3. The bodywork is made of carbon fibre-reinforced plastic (CFRP), as are the two roof panels that easily unclip and are stowed in the under-bonnet cargo compartment to liberate the open-top driving experience; this is a Spyder, after all. Carbon fibre dominates the interior, with main controls grouped around the steering wheel and secondary systems accessed via two configurable colour touch-screens.



Although the 918 Spyder could manage impressive economy when in all-electric mode, for most customers the car's stupendous speed was of far greater importance. Somewhat surprisingly, Porsche's performance claims were regularly bettered by independent testers. Reviewed by *Car & Driver* magazine, the 918 Spyder achieved a 0–60mph (0–97km/h) time of 2.2 seconds, a 0–100mph (0–161km/h) time of 4.9 seconds, a 0–180mph (0–290km/h) time of 17.5 seconds, and raced through the standing quarter-mile in 9.8 seconds.

"The 918's in-gear performance is unrivalled," declared *Autocar*. "What's so astonishing is not just the pace but also the flexibility afforded by its rampant electric motors' instant torque." Despite the weight penalty of its larger battery, the 918 Spyder matched the rival McLaren P1 through the gears. Reassuringly, it was found to ride, steer and - mostly - handle just like a 'normal' Porsche. Only 918 were made, making this delectable Spyder - the fourth to be built - one of the most exclusive and collectible of modern Porsches.

Built to Middle Eastern specification and delivered new to the UAE in 2015, the car offered here is presented in the fabulous colour combination of Black , over Oynx Black leather interior with 918 Spyder embossed headrests with extensive carbon interior options from its first owner. The car also has full PPF, bucket seats, Porsche Carbon Ceramic Brakes, rear axle steering, black seatbelts and Porsche Car Connect.

Since acquisition this stunning Porsche 918 has been scarcely used as evidence by its extremely low mileage and has formed part of the vendor's extensive collection in the UAE. This stunning 918 Spyder represents a rare opportunity to purchase a very special and exclusive Porsche that has forms an integral part of the 'holy trinity' of hypercars. **\$1,250,000 - 1,500,000**

Please note that this lot is subject to VAT on the hammer price.

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34 P Ω

The Hero Car from The Wolf of Wall Street

1989 LAMBORGHINI COUNTACH 25TH ANNIVERSARY COUPÉ

Coachwork by Bertone

Chassis no. ZA9CA05A6KLA12692

**THE WOLF OF
WALL STREET**

- *The legendary Hero Car from Martin Scorsese's modern masterpiece, The Wolf of Wall Street, complete with authenticity documentation*
- *A rare US-spec 25th Anniversary model finished in Bianco Polo over Bianco interior*
- *Preserved in as-filmed condition & a time capsule of the era's extravagant debauchery*
- *Includes a Jordan Belfort costume, a director's chair and a clapboard, both signed by Scorsese, DiCaprio, and Robbie, 2 crew hoodies, and 2 DVDs of the film*
- *The ultimate collector's item, and a legendary piece of cinematic history*





Film stills from *The Wolf of Wall Street* (2013), featuring Leonardo DiCaprio, Margot Robbie, and the Hero Car, the 1989 Lamborghini Countach 25th Anniversary.



Ladies and gentlemen, fasten your seatbelts, because we're about to take you on a rollercoaster ride through the glitzy and uproarious world of Hollywood's most outrageous superstar on four wheels! Feast your eyes on the Lamborghini Countach Hero Car, the unrivaled automotive icon that left its tire marks on the silver screen in Martin Scorsese's epic masterpiece, *The Wolf of Wall Street*, starring alongside none other than Leonardo DiCaprio.

The Wolf of Wall Street is a darkly comedic and satirical film directed by Martin Scorsese, and starring Leonardo DiCaprio, Margot Robbie, Jonah Hill, and Matthew McConaughey. It chronicles the true story of Jordan Belfort, played by DiCaprio, a charismatic stockbroker who climbs to wealth and power through unethical and fraudulent activities on Wall Street during the 1980s and 90s. The film exposes Belfort's extravagant lifestyle, financial schemes, and his eventual downfall.

This blockbuster hit earned a staggering \$406.9 million at the box office, cementing its place as Scorsese's highest-grossing film and its legacy as one of the most iconic films of this age.

Celebrated for its critical praise, *The Wolf of Wall Street* garnered five Academy Award nominations and two Golden Globe nominations, resulting in DiCaprio's Best Actor win. It also set a Guinness World Record for the most instances of swearing in a film. So, buckle up, because the Lamborghini Hero Car from the film is about to make history once again and become part of one lucky buyer's collection.

Now, let's turn the spotlight on the true star of the show – the 1989 Lamborghini Countach, VIN ZA9CAOSA6KLA12692. Finished in sleek Bianco Polo over Bianco and complete with eye-popping scissor doors, the Hero Car is one of 658 25th Anniversary Editions produced. This unparalleled automotive icon isn't your run-of-the-mill Lamborghini; it's the very vehicle that had you contemplating quitting your day job for a Wall Street escapade!

THE WOLF OF WALL STREET



The Hero Car steals the spotlight starring alongside none other than Leonardo DiCaprio in some of cinema's most unforgettable scenes. This bad boy commands the screen for an astonishing 3 minutes and 11 seconds of nonstop thrills throughout the film. And let us assure you, those minutes are pure cinema gold.

In the film's most memorable moments, DiCaprio's character, Jordan Belfort, desperately crawls to the Hero Car after taking Lemmons 714, the holy grail of Quaaludes. Using his foot, Belfort successfully opens one of the Hero Car's scissor doors and struggles to pull himself inside. Halfway in, he gets a call from his wife Naomi, played by Robbie, and has a comically slurred conversation with her. Ultimately, he gets himself fully inside the Hero Car and drives home, ostensibly without incident.

The Hero Car also starred in the subsequent scenes, where Belfort's actual drive home is revealed in flashback. During the drive, he collides with several vehicles and objects, all while remaining blissfully oblivious to the chaos around him. The Hero Car was used in the actual stunt sequences, which included swerving with its scissor door open, collisions with other vehicles, and hitting various objects such as a sign and a mailbox.

Miraculously, the Hero Car emerged from these stunts with minimal damage. So, per the direction of Scorsese, the crew used an additional car and a flatbed truck to inflict additional damage to the Hero Car for a more wrecked appearance. The iconic sequence reaches its climax with Belfort's arrest outside his home, leaving behind the unforgettable image of the wrecked Hero Car in the audience's memory.

Since its final scene wrapped, the Hero Car has been meticulously preserved in the same condition it last flaunted on the big screen, an undisturbed time capsule of the film's unbridled debauchery and infamous extravagance. For the first time since its cinematic debut, the Hero Car emerges from its sanctuary.

But what about the other Lamborghini, the Backup Car, you ask? Well, it's easy to overlook. Blink, and you might miss it. The production rented a second Lamborghini to serve merely as a Backup Car. This Backup Lamborghini, chassis number ZA9CA05A0KLA12722, only appears on screen for approximately 16 seconds in two brief shots. The first shot was executed by the production's second unit crew and the Backup Car was driven by a stunt double. The second is the only shot in the entire film where DiCaprio interacts with the Backup Car, which is only partially visible, and DiCaprio's character is briefly seen exiting it.



At the time of its use in the film, the Backup Car was notably different from the Hero Car. Among the many differences, the Backup Car lacked a rear wing, had a black-and-white steering wheel, and had a completely different "European Market" front bumper. In the 2 brief shots where the Backup Car was used, the Hero Car's rear wing had to be temporarily transferred to it, so that it mirrored the Hero Car's iconic look. Afterward, the rear wing was reattached to the Hero Car. As for the Backup Car's black-and-white steering wheel and completely different front bumper, they both remain on screen, which disrupts continuity and highlights the Backup Car's minimal use in the film.

The facts provided are supported by the film itself, still photographs, behind-the-scenes footage, and accompanying letters of authenticity from key members of the filmmaking team. One such letter states, "the Lamborghini Countach with VIN ZA9CA05A6KLA12692 is the one and only Hero Car used in *The Wolf of Wall Street*."

In addition to this cinematic gem, one lucky buyer will become the proud owner of one of only four of the film's most iconic costumes - complete with shoes. This costume features in the unforgettable scene, in which DiCaprio's character, high on Quaaludes, desperately crawls to the Hero Car and recklessly drives home. The A-List package also includes a director's chair and a clapboard, both signed by the illustrious trio: Scorsese, DiCaprio, and Robbie, not just one, but two original crew hoodies, and two DVDs of the film.

More than just an automobile, the Hero Car from *The Wolf of Wall Street* stands as a true Hollywood legend and internationally known work of art. Now making its impeccably preserved grand re-entrance for all to admire.

Don't miss out on the opportunity to own this unforgettable piece of cinematic history!

\$1,500,000 - 2,000,000

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (If applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this Lot to prevent any last-minute delays.

35 Ω

One of reportedly eight built

2010 MAYBACH 57 S XENATEC CRUISERO COUPÉ

Chassis no. W09CTB237AWX01003

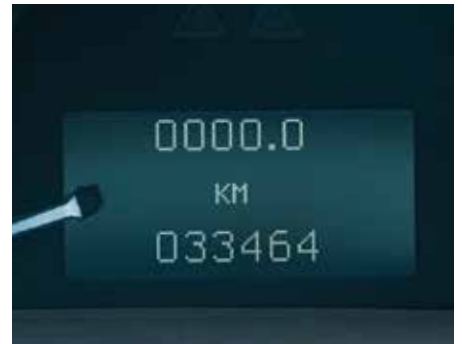
- Chassis number '003' of reportedly eight produced
- 604bhp V12 engine
- Outstanding specification
- Delivered new to Saudi Arabia
- Just over 33,000 kilometres from new
- Offered from a prominent collection in the Netherlands



"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 Friedrichshafen, 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 twin-turbocharged V12 engine.



An enhanced version of the 57 - the 57 S, for 'Special' - was launched at the 2005 Geneva Motor Show and featured a 6.0-litre, 604bhp V12 from the group's Mercedes-AMG division. According to *Autocar* magazine: "Incredibly, it is not so much the engine's massive power that gives the 57 S its character, more the endless reserve of torque, which swells to 738lb/ft at just 2000rpm to provide the Maybach with devastating off-the-line and in-gear acceleration." A base price of €381,250 (\$417,402) ensured that only a privileged few would get to experience the 57 S's stupendous performance at first hand.

And if the standard 57 S wasn't exclusive enough, those with sufficiently deep pockets could always order one of German coachbuilder Xenatec's Cruisero coupés, a two-door conversion built with Maybach's approval. Of the same length and wheelbase as the 57 S, the Cruisero was one of the longest two-door cars built since the 1970s. Unfortunately, there were insufficient buyers for the million-dollar Cruisero, and reportedly only eight cars had been completed before Xenatec filed for bankruptcy.

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 2012 Maybach was discontinued, only to be revived as a sub-brand of Mercedes in November 2014.

The car we offer, Cruisero '003', is one of approximately 8 built. It was delivered new in Saudi Arabia and is finished in white with matching blue-piped leather interior and blue dashboard/inserts. Finished in brilliant off-white, making it ideally suitable for use in countries blessed with a predominantly sunny climate. This car subsequently returned to Europe where it has formed part of an important collection in the Netherlands. Extensively optioned, it currently displays a total of just over 33,000 kilometres from new on the odometer and is presented in lovely condition. Accompanying documentation consists of NL registration documents; sundry invoices for work carried out; a professionally compiled insurance valuation report (2022); and all its original books (including the service book) in their original pouch.

\$550,000 - 650,000

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1973 PONTIAC FIREBIRD TRANS AM HARDTOP COUPÉ

Chassis no. 2V87Y3N132118

- Subject of an expert restoration in 2017
- Fantastic original livery of Brewster Green over black interior
- One of 74 built in this combination
- Equipped with numerous desirable options
- Documented with copy of the original dealer invoice



On the heels of the Ford Mustang's auspicious debut in 1964, General Motors scrambled to ready their entry into this new class of so-called Pony Cars. In 1967, the Chevrolet Camaro and Pontiac Firebird siblings hit the streets, sharing a platform but each with a unique style and character. The top of the Firebird range was the Trans Am, named for the wildly popular SCCA production-class road racing series. The Trans Am got Pontiac's best engines paired with a specially developed handling package, resulting in one of the nimblest cars in the class. The second-generation Firebird/Camaro debuted in mid-1970, and like the Mustang, had grown to accommodate the massive engines trickling down from the full-size lines – transforming pony cars into top-line muscle cars.

From 1970, Pontiac shoehorned the massive 455 cubic-inch big block into the Trans Am resulting in one of the most sought-after performance cars of the era. The '73 models carried over with styling refinements and most notably, marking the arrival of the iconic Firebird graphic on the hood. Designed by John Schinella, the "Flaming Chicken" – as it's become known – is an unforgettable symbol of this wild performance car era, instantly synonymous with Pontiac's legendary pony car.

Finished in a fantastic shade of Brewster Green over a black interior, this '73 Trans Am is an outstanding example that was the subject of an extensive restoration in 2017 by a marque specialist. Pontiac produced just 146 Trans Ams in Brewster Green, with 74 of those equipped with the automatic transmission like this car.

According to the accompanying dealer invoice, this car was delivered via Palmer's Pontiac of Logan, Utah with features including the Y-code 455 V8 engine, heavy duty cooling, custom trim group, AM/FM Stereo 8-Track player, centre console, rear defogger, and of course, the Firebird hood decal. The MM colour code confirms this as an original Brewster green car, and it rolls on Rally II wheels with trim rings—as it was originally equipped.

According to the seller, the car retains its numbers-matching engine, though the transmission is reported to be a period replacement. The engine is well-detailed in the proper shade of Pontiac blue, with matching blue valve covers and painted ram-air hood scoop.

Many enthusiasts count the 1970-73 Trans Am among the best-looking American performance cars of the era. Finished in a rare and striking colour combination, and with a high-quality restoration this example certainly lives up to that sentiment – and is ready for tire-shredding excitement.

\$50,000 - 70,000

No Reserve

Please note that this vehicle is under customs in the UAE. Our customs partner, The Stables, will manage all post-sale customs administration. If this vehicle is to stay in the UAE, it will be subject to Import VAT at the standard rate of 5% and Import Duty at 5%+VAT on the hammer price. An administration fee of 750 USD + VAT + Transport charges for Customs Inspection (if applicable) + Customs charges at cost with official receipt to process all customs movements will apply. If you have any questions regarding customs, please contact Bonhams|Cars or The Stables.

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General Conditions

NOTICE TO BIDDERS

This notice and its Appendix 1 (sale contract between the Seller and the Buyer), Appendix 2 (contract between Bonhams and the Buyer) and Appendix 3 (Definitions and Glossary of terms) together make up the Conditions of Sale which apply to and are binding on all persons participating in the auction, whether in person, by telephone or on-line, including Bidders, potential Bidders and any Buyer of a Lot). For ease of reference we refer to such persons as “Bidders” or “you”. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in *italics*. IMPORTANT: Additional information applicable to the Sale may be set out in the Catalogue for the Sale, in an insert in the Catalogue and/or in a notice displayed at the Sale venue and you should read them as well. Announcements affecting the Sale may also be given out orally before and during the Sale without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as Auctioneer of Lots, Bonhams acts solely for and in the interests of the Seller. Bonhams' job is to sell the Lot at the highest price obtainable at the Sale to a Bidder. Bonhams does not act for Buyers or Bidders in this role and does not give advice to Buyers or Bidders. When it or its staff make statements about a Lot or, if Bonhams provides a Condition Report on a Lot it is doing that on behalf of the Seller of the Lot. Bidders and Buyers who are themselves not expert in the Lots are strongly advised to seek and obtain independent advice on the Lots and their value before bidding for them. The Seller has authorised Bonhams to sell the Lot as its agent on its behalf and, save where we expressly make it clear to the contrary, Bonhams acts only as agent for the Seller. Any statement or representation we make in respect of a Lot is made on the Seller's behalf and, unless Bonhams sells a Lot as principal, not on our behalf and any Contract for Sale is between the Buyer and the Seller and not with us. If Bonhams sells a Lot as principal this will either be stated in the Catalogue or an announcement to that effect will be made by the Auctioneer, or it will be stated in a notice at the Sale or an insert in the Catalogue. Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a Lot and buy it, at that stage Bonhams does enter into an agreement with you as the Buyer. The terms of that contract are set out in our Buyer's Agreement, which you will find at Appendix 2 at the back of the Catalogue, and this will govern Bonhams' relationship with the Buyer.

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Subject to the Contractual Description printed in bold letters in the Entry about the Lot in the Catalogue (see paragraph 3 below), Lots are sold to the Buyer on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the Catalogue (other

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Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a Lot, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a Lot will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The Catalogue contains an Entry about each Lot. Each Lot is sold by its respective Seller to the Buyer of the Lot as corresponding only with that part of the Entry which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the Lot in the Catalogue. The remainder of the Entry, which is not printed in bold letters, represents Bonhams' opinion (given on behalf of the Seller) about the Lot only and is not part of the Contractual Description in accordance with which the Lot is sold by the Seller.

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THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

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Please check with the department organising the Sale for advice on this. Where a Reserve has been applied to a Lot, the Auctioneer may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such Reserve) on behalf of the Seller. We are not responsible to you in respect of the presence or absence of any Reserve in respect of any Lot. If there is a Reserve it will be no higher than the lower figure for any Estimate in the Catalogue, assuming that the currency of the Reserve has not fluctuated adversely against the currency of the Estimate. 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. All bids tendered will relate to the actual Lot number announced by the Auctioneer. An electronic currency converter may be used at the Sale. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the Sale and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the Sale. At some Sales, we may use screens

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5. BIDDING

You must complete and deliver to us one of our Bidding Forms, either our Bidder Registration Form, Absentee Bidding Form or Telephone Bidding Form in order to bid at our Sales. If you are a new client at Bonhams or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the Sale at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and /or deposit from you before allowing you to bid. We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a Bidder, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the Sale of any Lot at our discretion while we complete our registration and identification enquiries, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, or if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams or be detrimental to Bonhams' reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our Bidder registration desk at the Sale venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the Sale. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the Sale. Should you be a successful Bidder you will need to ensure that your number can be clearly seen by the Auctioneer and that it is your number which is identified as the Buyer's. You should not let anyone else use your paddle as all Lots will be invoiced to the name and address given on your Bidder Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the Hammer Price of, or whether you are the successful Bidder of, a particular Lot, you must draw this to the attention of the Auctioneer before the next Lot is offered for Sale. At the end of the Sale, or when you have finished bidding please return your paddle to the Bidder registration desk.

Bidding by telephone

If you wish to bid at the Sale by telephone, and have pre-registered to bid or have updated

your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the Catalogue. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all Lots. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee Bidding Forms can be found in the back of this Catalogue and should be completed and sent to the office responsible for the Sale, once you have pre-registered to bid or have updated your existing registration details recently. It is in your interests to return your form as soon as possible, as if two or more Bidders submit identical bids for a Lot, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your Absentee Bidding Form carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to Reserves and other bids made for the Lot. Where appropriate your bids will be rounded down to the nearest amount consistent with the Auctioneer's bidding increments. New Bidders must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our Website at www.bonhams.com for details of how to bid via the internet. Bonhams will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the Bidding Form unless otherwise agreed by us in writing in advance of the Sale. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out

General Conditions - Continued

at Appendix 2 at the back of the Catalogue. Nevertheless, as the Bidding Form explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the Seller and to Bonhams under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee Bidding Form that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the Buyer and will be liable to pay the Hammer Price and Buyer's Premium and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our Conditions of Business and contact our Customer Services Department for further details. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the UAE Cabinet Decision No. (1) of 2019 Concerning the Implementing Regulations of Decree Law No. (20) of 2018 on Anti-Money Laundering and Combating the Financing of Terrorism and Illegal Organizations ("the Regulations"). Bonhams' interpretation of the Regulations and UK HM Treasury Approved Industry Guidance is that CDD under the UK AML Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the Buyer, a Contract for Sale of the Lot will be entered into between the Seller and the Buyer on the terms of the Contract for Sale set out in Appendix 1 at the back of the Catalogue. You will be liable to pay the Purchase Price, which is the Hammer Price plus any applicable VAT. At the same time, a separate contract is also entered into between us as Auctioneers and the Buyer. This is our Buyer's Agreement, the terms of which are set out in Appendix 2 at the back of the Catalogue. Please read the terms of the Contract for Sale and our Buyer's Agreement contained in the Catalogue in case you are the successful Bidder including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the Catalogue and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the Buyer's Agreement for this Sale.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the Buyer's Agreement, a premium (the

Buyer's Premium) is payable to us by the Buyer in accordance with the terms of the Buyer's Agreement and at rates set out below, calculated by reference to the Hammer Price and payable in addition to it.

For this Sale Buyer's Premium will be payable by Buyers on each Lot purchased at the rate of 15% of the Hammer Price. Storage and handling charges may also be payable by the Buyer as detailed on the specific Sale Information page at the front of the catalogue.

The Buyer's Premium and all other charges payable to us by the Buyer are subject to VAT at the prevailing rate, currently 5%.

VAT may also be payable on the Hammer Price of the Lot, where indicated by a symbol beside the Lot number. See paragraph 8 below for details.

8. VAT

The prevailing rate of VAT at the time of going to press is 5% but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols, shown beside the Lot number, are used to denote that VAT is due on the Hammer Price and Buyer's Premium:

† 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

In all other instances no VAT will be charged on the Hammer Price, but VAT at the prevailing rate will be added to Buyer's Premium which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the Purchase Price and the Buyer's Premium (plus VAT and any other charges and Expenses to us) in full before making a bid for the Lot. If you are a successful Bidder, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered Buyer will not be accepted. Bonhams reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer. You may electronically transfer funds to our Account. If you do so, please quote your paddle number and invoice number as the reference. Our Account details are as follows:

HSBC
Bonhams 1793 Ltd
USD account
IBAN GB69HBUK40127676192181
BIC HBUKGB4B

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to US \$ must not be less than the US \$ amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

US \$ personal cheque drawn on a UAE branch of a bank: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams Auction – Sole Proprietorship LLC.

Cash: you may pay for Lots purchased by you at this Sale with notes or coins in US \$ (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed US \$5,000. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to US \$5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a US \$25,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the

Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams, or would be detrimental to Bonhams' reputation.

10. COLLECTION AND STORAGE

The Buyer of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the Buyer). For collection and removal of purchased Lots, please refer to Sale

Information at the front of the Catalogue. Details relating to the collection of a Lot, the storage of a Lot and our Storage Contractor after the Sale are set out in the Catalogue or please refer to the Department running the Sale.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact the department organizing the sale (details in the catalogue).

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations. The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the Seller to the Buyer of a Lot under the Contract for Sale, neither we nor the Seller are liable (whether in negligence or otherwise) for any error or misdescription or omission in any Description of a Lot or any Estimate in respect of it, whether contained in the Catalogue or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the Seller will be liable for any loss of Business, profits, revenue or income, or for loss of reputation, or for disruption to Business or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the Seller are liable in relation to any Lot or any Description or Estimate made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot

irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) any other liability to the extent the same may not be excluded or restricted as a matter of law or (iv) our undertakings under paragraph 10 of the Buyer's Agreement. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

15. VEHICLES

The Veteran Car Club of Great Britain Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this Catalogue, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

Y Subject to CITES regulations see clause 13 and note below.

TP For objects displayed with a TP, refer to the department organizing the sale (see front of catalogue).

○ The Seller has been guaranteed a minimum price for the Lot, either by Bonhams or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful Sale or a financial loss if unsuccessful.

▲ Bonhams owns the Lot either wholly or partially or may otherwise have an economic interest.

Φ This lot contains elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported into the USA, The EU and the UK have in place wide ranging restrictions on dealing in property containing elephant ivory, including restrictions on import and/or export licences. It is a Buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. Bonhams is not able to assist Buyers with the

shipment of any Lots containing elephant ivory into the US, the UK or the EU. A Buyer's inability to export or import these Lots cannot justify a delay in payment or cancellation of a sale.

†, Ω, see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

For more information on Buyer's Terms and Conditions, please visit the Bonhams website

THE BONHAMS MOTORING NETWORK

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Registration and Bidding Form

(Attendee / Absentee / Telephone Bidding)

Please circle your bidding method above.

☐	☐	☐	☐
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Paddle number (for office use only)

Bonhams

The Sale, including all bidding and buying, is governed by Bonhams' Conditions of Sale. You should read the Conditions and any Sales Information prior to bidding and ensure you understand the charges payable on any purchase you make. The Conditions also set out certain undertakings by bidders and buyers and limits Bonhams' liability to you. Please note an invoice for a purchased lot will be made out in the name as shown on this form and payment will only be accepted from an account in that name (or the name of the company if the bid is on behalf of that company).

Data protection

Where we obtain any personal information about you when you register or bid with us, we shall only use it in accordance with the terms of our Privacy Policy. A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

We may from time to time provide you with information about goods and services that we believe may interest you, based on your previous interactions with us. You can opt out of receiving these communications at any time. If you do not want to receive such communications, please tick this box ☐

Notice to Bidders.

At least 24 hours prior to the Sale, you must provide government issued photo ID, e.g., a passport or driving licence and - if not included on the ID document - proof of address, e.g., a current utility bill, or bank/credit card statement. Corporate clients must also provide their company registration documents, documentary proof of beneficial owners owning 25% or more of the company and confirmation of the named individual's authority to act. Failure to provide these documents may result in your bids not being processed. Clients who are not able to provide documents prior to Sale may opt to bid online using our credit card verification option. Please note we reserve the right to request a bank reference or deposit.

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: On the Grid - The Abu Dhabi Auction	Sale date: Saturday 25 November 2023
Sale no. 28793	Sale venue: Yas Marina Circuit
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.	
\$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s	\$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
Please answer all questions below	
1. ID supplied: Government issued ID ☐ and (if the ID does not confirm your address) ☐ current utility bill/ bank statement. If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners	
2. Are you representing the Bidder? ☐ If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID ☐ and (if the ID does not confirm their address) ☐ current utility bill/bank statement	
Are you acting in a business capacity? Yes ☐ No ☐	If registered for VAT in the EU please enter your registration here: / - -

Please note that all telephone calls may be recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in USD (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond ☐	Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM, YOU CONFIRM THAT YOU HAVE REVIEWED THE CATALOGUING FOR THE ABOVE LOTS, YOU AGREE TO THE CONDITIONS OF SALE INCLUDING THE WARRANTIES LISTED THEREIN, AND AGREE TO PAY THE APPLICABLE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES DUE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Bidder/Agent's (please delete one) signature:	Date:

★ Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

Please email or post the completed Auction Registration form and requested information to:
Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447, bids@bonhams.com
Bonhams 1793 Limited. Montpellier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

Index

Lot no.	Year	Model
20	2008	Alfa Romeo 8C Competizione Coupé
21	2010	Alfa Romeo 8C Spider
29	2012	Aston Martin DBS Coupé
9	2000	BMW Z8 Roadster
4	1993	De Tomaso Guarà Barchetta
32	1996	Ferrari F512 M Coupé
18	2001	Ferrari F2001 Authorized 'Michael Schumacher' Formula 1 Show Car
27	2006	Ferrari 575 Superamerica
11	2021	Ferrari SF90 Stradale
23	2022	Ford GT 'Carbon Edition' Coupé
3		F-Racer Junior Child's Car
15	1988	Italdesign Aztec Barchetta
14	2015	Lagonda Taraf Sports Saloon
33	1989	Lamborghini Countach 25th Anniversary Coupé
24	2010	Lamborghini Murciélago LP 670-4 Super Veloce Coupé
25	2019	Lamborghini Aventador SVJ LP 770-4 Coupé
19	1978	Lotus-Cosworth Ford Type 79 'John Player Special'
8	2006	McLaren-Mercedes-Benz MP4/21



LOT 8 P Q

Ex-Kimi Raikkonen, 2006 Monaco Grand Prix

2006 MCLAREN-MERCEDES-BENZ MP4/21

Lot no.	Year	Model
34	2010	Maybach 57 S Xenatec Cruisero Coupé
28	2012	Maybach 62 S Limousine
26	2016	McLaren 675LT Spider
12	2014	McLaren P1 Coupé
31	2019	McLaren Senna Coupé
22	2022	McLaren Elva Two-Seat Open Cockpit Hyperc
5	2001	Mercedes-Benz G55 AMG Cabriolet
7	2007	Mercedes-Benz SLR McLaren 722 Edition Coupé
16	2014	Mercedes-Benz SLS AMG Coupé
1	2020	Mercedes-Benz SLR Child's car
35	1973	Pontiac Firebird Trans Am Hardtop Coupé
17	1993	Porsche 911 Type 964 Carrera RSR 3.8-Litre Competition Coupé
13	2011	Porsche 911 Type 997 GT3 RS 4.0-Litre Coupé
6	2014	Porsche 911 Type 991 Carrera '50 Years 911' Anniversary Edition Coupé
2		Porsche 917K Junior Child's Car
30	2004	Rolls-Royce Phantom Centenary Edition Saloon
10	2010	Rolls-Royce Phantom Drophead Coupé





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