



Bonhams

1793

# THE ZOUTE SALE<sup>®</sup>

A Sale of Important Collector's Motor Cars



Friday 11 October 2013  
Knokke-Le Zoute, Belgium













As Head of the European Motor Car Department for Bonhams it gives me very great pleasure to introduce this first Zoute auction sale to you in this luxurious holiday resort which is the epicentre of lifestyle and art on the Belgian seaside. My special thanks go to Count Leopold Lippens, mayor of the town and president of the Zoute Automobile Club, the town of Knokke-Heist and all of its officials and the organisers of the Zoute Grand Prix WE.

We have sourced an exciting and varied selection of collectors' motor cars. Whether you are an experienced bidder wishing to enhance your collection or a first time buyer, I am confident that we offer something that will appeal to you.

In our commitment to holding this first sale here we very much wish to make a statement of our belief in building up a long and rewarding partnership with the above, as well as the event partners and sponsors over the coming years and share with them a common goal of providing a rewarding experience with the very best service.

**Philip Kantor**  
Head of Department, Collectors' Motor Cars Europe



THE ZOUTE SALE® - by Bonhams



# THE ZOUTE SALE®



## Important Collector's Motor Cars Bijzondere auto's voor verzamelaars

**Friday 11 October 2013, 6pm**  
**Vrijdag 11 oktober 2013, 18.00 uur**

**Knokke Le Zoute, Belgium**  
**Knokke - Het Zoute, België**

### Under the jurisdiction of

M<sup>e</sup> Michel Vandemoortele  
Baillif in Brugge

### Bonhams 1793 Ltd

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

Knokke Le Zoute  
Albertplein  
B 8300 Knokke  
Belgium

### Viewing

Thursday 10 October 10am to 5pm  
Friday 11 October from 9am to 5pm

### Auction date & start times

Friday 11 October 2013, 6pm

### Contact details during the sale period

Wednesday 9 October to  
Sunday 12 October  
+32 (0)50 61 62 75  
+32 (0)50 61 60 73 fax

### Buyer's Premium

#### (Notice to Buyers)

Bonhams will charge buyers a  
Buyer's Premium of 15% + TVA  
on the final hammer price for each  
Lot purchased.

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

These Lots will be marked with  
either a (Ω) or (\*) in relation to  
temporary imported items.

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

### Important

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

**Catalogue:** €35 + P&P

**Sale Number:** 21396

### Onder jurisdictie van

M<sup>e</sup> Michel Vandemoortele  
Deurwaarder in Brugge

### Bonhams 1793 Ltd

Boulevard Saint-Michel 101  
1040 Brussel  
België  
Bedrijfsregistratienummer België  
841074627

Knokke -Het Zoute  
Albertplein  
B 8300 Knokke  
België

### Bezichtiging

donderdag 10 oktober van 10.00  
uur tot 17.00 uur  
vrijdag 11 oktober van 09.00 uur  
tot 17.00 uur

### Veilingdatum & aanvangstijd

vrijdag 11 oktober 2013, 18.00 uur

### Contactgegevens tijdens de veiling

van woensdag 9 oktober tot  
zondag 12 oktober  
+32 (0)50 61 62 75  
+32 (0)50 61 60 73 fax

### Opgeld

(Informatie voor de kopers)  
Bonhams rekent kopers een  
opgeld van 15% +BTW aan  
op de uiteindelijke hamerprijs voor  
ieder gekocht kavel.

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

Deze kavels worden gekenmerkt  
door ofwel een (Ω) of een  
(\*) met betrekking tot tijdelijk  
geïmporteerde objecten.

Deze tekens zullen naast het  
relevante kavelnummer in de  
catalogus worden geplaatst

### Belangrijk

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

**Catalogus:** €35 +  
verzendingskosten

**Verkoopnummer:** 21396



Bonhams 1793 Limited  
Registered No. 4326560  
Registered Office: Montpelier Galleries  
Montpelier Street,  
London SW7 1HH  
+44 (0) 20 7393 3900  
+44 (0) 20 7393 3905 fax

**Bonhams 1793 Ltd Directors**  
Robert Brooks Chairman, Colin Sheaf Deputy Chairman,  
Malcolm Barber Group Managing Director,  
Matthew Girling CEO UK and Europe,  
Geoffrey Davies, Jonathan Horwich, James Knight,  
Patrick Meade, Caroline Oliphant, Hugh Watchorn.

**Bonhams UK Ltd Directors**  
Colin Sheaf Chairman, Jonathan Baddeley, Antony Bennett,  
Matthew Bradbury, Harvey Cammell, Simon Cottle,  
Andrew Currie, David Dallas, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Grant, Robin Hereford,  
Asaph Hyman, Charles Lanning, Camilla Lombardi,  
Fergus Lyons, Paul Maudsley, Gordon McFarlan,  
Andrew McKenzie, Simon Mitchell, Jeff Muse, Mike Neill,  
Charlie O'Brien, Giles Peppiatt, Peter Rees, Julian Roup,

Iain Rushbrook, John Sandon, Tim Schofield,  
Veronique Scorer, James Stratton, Roger Tappin,  
Shahin Virani, David Williams, Michael Wynell-Mayow.



# Notice Collections, transport and storage

Purchases will only be released when cleared funds are received.

All vehicles must be collected from the sale venue, Albertplein, on the evening of the day of the sale, after the payment of funds or upon the presentation of the receipt of payment to the sale representatives.

Otherwise all vehicles will be removed to a temporary storage facility close to the sale venue by the logistics company BELCAR NV at your expense and at your own risk.

The costs uplift and storage costs are outlined on this page.

It is strongly advisable that overseas purchasers and absentee bidders make contingency arrangements regarding collection with Bonhams in advance of the sale.

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

Payment must be arranged with **BONHAMS**.

Collection is strictly by appointment only and at least 24-Hours notice must be given.

Buyers should satisfy themselves that they have collected all relevant registration and log books, documents and keys relating to their Lot(s) at the time of collection.

## Administration and uplift from Albertplein:

€200 + TVA per motor car

## Storage charges:

First 14 days

€20 + VAT per motor car per day

## Storage Contact:

Mr Geert De Moor

Mobile: + 32 (0)475 29 21 30

## Important notice:

The storage facility will remain operational until Friday 25 October 2013. Any vehicle not collected by this time will be removed and transported to BELCAR NV permanent storage facility to Antwerp at the customers' expense.

## Transport contact:

Belcar NV – Dirk Nauwelaers

Mobile: +32 (0) 495 274 274

dirk.nauwelaers@belcar.be

## Customs

For all enquiries relating to Customs, be they administrative or legal, please contact CARS Europe.

## Insurance after sale

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

# Kennisgeving: Afhalingen, transport en opslag

Aankopen worden alleen vrijgegeven nadat de betaling voldaan is.

Alle voertuigen moeten worden afgehaald bij de verkooplocatie, Albertplein, op de avond van de dag van verkoop, na betaling of door het tonen van het betalingsbewijs aan de verkoopvertegenwoordiger.

De overige voertuigen zullen voor uw rekening en op uw risico door het logistieke bedrijf BELCAR NV worden overgebracht naar een tijdelijke opslagfaciliteit in de buurt van de verkooplocatie.

De kostenvermeerdering en de opslagkosten worden op deze pagina vermeld.

Wij adviseren buitenlandse kopers en bieders bij afwezigheid voorafgaand aan de verkoop alternatieve regelingen treffen met betrekking tot het afhalen van de goederen.

Alle opslag- en verwijderingskosten moeten voorafgaand aan het afhalen of verdere transport volledig worden voldaan.

Betalingen moeten worden geregeld met **BONHAMS**.

Afhalen kan alleen plaatsvinden op afspraak en na ten minste 24 uur voorafgaande kennisgeving.

Kopers dienen zich ervan te verzekeren dat zij alle relevante registratiepapieren, logboeken, documenten en sleutels met betrekking tot hun voertuigen ontvangen hebben wanneer zij deze afhalen.

## Administratie en kostenvermeerdering vanaf Albertplein:

€200 + BTW per motorvoertuig

## Opslagkosten:

Eerste 14 dagen

€20 + BTW per motorvoertuig per dag

## Contactgegevens opslaglocatie:

Mr Geert De Moor

Mobile: + 32 (0)475 29 21 30

## Belangrijke informatie:

De opslagfaciliteit zal operationeel blijven tot vrijdag 25 oktober 2013. Na deze datum zullen alle niet-afgehaalde voertuigen worden verwijderd en op kosten van de klant overgebracht naar de permanente opslagfaciliteit van BELCAR NV in Antwerpen.

## Transport contact:

Belcar NV – Dirk Nauwelaers

Mobiel: +32 (0) 495 274 274

dirk.nauwelaers@belcar.be

## Douane

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

## Verzekering na verkoop

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



# Your contacts for this Sale

**Bonhams 1793 Ltd**  
Boulevard Saint-Michel 101  
1040 Brussels  
Belgium  
eurocars@bonhams.com

**Contact details during the sale period**  
**From Wednesday 9 to Saturday 12 October**

+32 (0)50 61 62 75  
+32 (0)50 61 60 73 fax  
eurocars@bonhams.com

## For all correspondence

Bonhams France SAS  
4 rue de la Paix  
75002 Paris  
France  
+33 (0) 1 42 61 10 11  
eurocars@bonhams.com

Motor Car Specialists  
Philip Kantor  
+32 (0) 476 87 94 71  
philip.kantor@bonhams.com

Gregory Tuytens  
+32 (0) 471 71 27 36  
gregory.tuytens@bonhams.com

Gregor Wenner  
+39 333 564 3610  
gregor.wenner@bonhams.com

James Knight  
+44 (0) 20 7447 7440  
james.knight@bonhams.com

**Sale Administrators**  
Valérie Simonet  
+33 (0) 6 62 50 40 44  
valerie.simonet@bonhams.com

Thomas Harrington  
+44 (0) 20 7468 5808  
thomas.harrington@bonhams.com

## Customer Services

Monday to Friday 9:00 to 18:00  
+44 (0) 20 7447 7447  
+44 (0) 20 7447 7400 fax

## Bids service/ Sale registrations

+44 (0) 44 20 7447 7448  
+44 (0) 44 20 7447 7401 fax  
bids@bonhams.com

## Buyers/Sellers Accounts

+44 (0) 20 7468 8240  
+44 (0) 20 7447 7430 fax  
customeraccounts@bonhams.com

## Press Office

Sarah Gubbins  
+44 (0) 20 7468 8363  
+44 (0) 20 7468 8209  
sarah.gubbins@bonhams.com

## Catalogue Subscriptions

Helen Grantham  
+44 (0) 1666 502 200  
+44 (0) 1666 505 107 fax  
helen.grantham@bonhams.com

## Recommended Transporters

Polygon Transport  
Unit 2H  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 3PB - UK  
+44 (0) 2380 871 555  
+44 (0) 2380 862 111 fax  
karen@polygon-transport.com  
gill@polygon-transport.com  
www.polygon-transport.com

## CARS Europe

The Old Airfield site  
Chedburgh  
Suffolk IP29 4UQ - UK  
+44 (0) 1284 850 760  
+44 (0) 1284 852 507 fax  
niki@carseurope.net  
www.carseurope.net

## Belcar NV

Dirk Nauwelaers  
Bist 12, 2630 Aartselaar  
Belgium  
+32(0)3 870 81 30  
+32(0) 495 274 274  
dirk.nauwelaers@belcar.be

## Acknowledgements

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

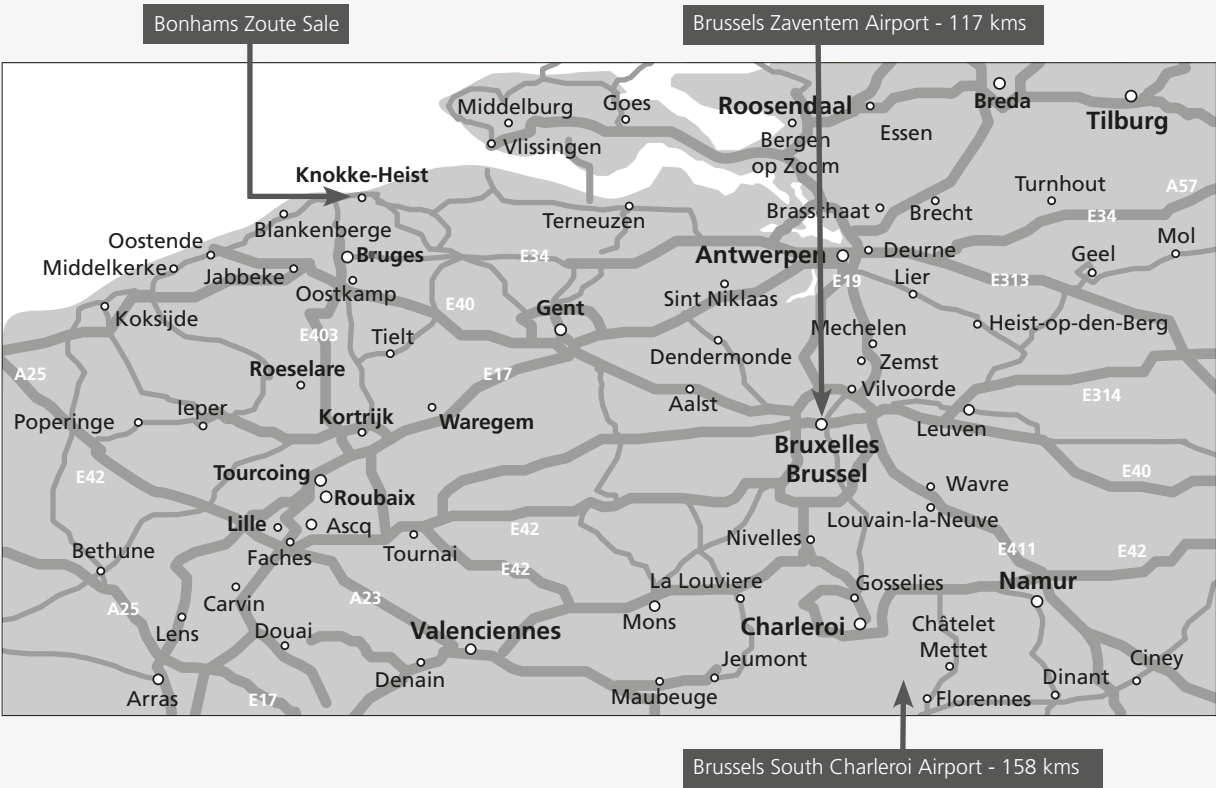
Richard Agostini  
Michael Bock (Mercedes-Benz Classic)  
Filip Bourgoo  
Sophie Braems  
Fabio Collina (Maserati-Classiche)  
Thomas Kamm  
Barbara Kantor  
Claude-Philippe Laroche  
Geert De Moor  
Haras des Eternelles  
David Hawtin  
Johann Leibbrandt  
Marcel Massini  
Adolfo Orsi  
Nitesh Patel  
Antoine Prunet  
Rolls Royce Enthusiasts Club  
Hans Schede  
Philippe Van de Ryse

## Photo credit

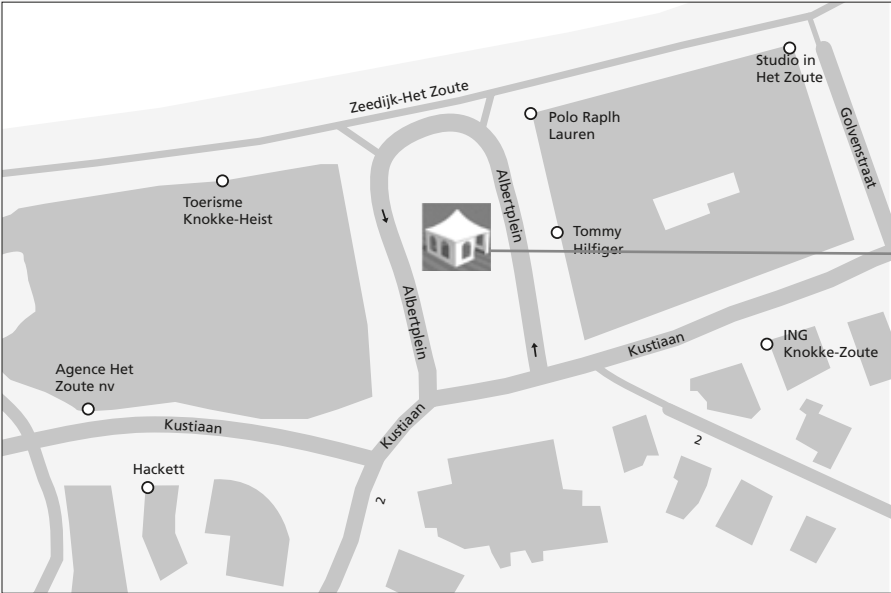
Simon Clay  
Matthieu Damiens  
Dirk de Jager  
Roswitha Kasper  
Christophe Gasco  
Michael Nierth  
Jan Tom  
Daniele Turetta  
Matteo d'Eletto



# Directions to Knokke le Zoute, Belgium



## The Zoute Sale venue



The Zoute Sale by Bonhams  
Albertplein  
B- 8300 Knokke  
Belgium



# Important information for Buyers and Sellers

## Belangrijke informatie voor kopers en verkopers

### GENERAL INFORMATION

#### Commission bids

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

#### Payment

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

#### Bonhams bank details

National Westminster Bank  
PO BOX 4RY  
250 Regent Street  
London W1A 4RY  
United Kingdom

Account name: Bonhams 1793 Ltd - EUR Client account  
Bank code: 56-00-27  
Account no.: 28613430  
IBAN: GB13 NWBK 6072 1128 6134 30  
SWIFT/BIC: NWBK GB2L

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

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

Credit card payments are accepted, subject to a 3% surcharge. Cash accepted up to a limit of €3,000

#### Buyers Premium (Notice to Buyers)

Please be aware that buyers premium on all lots is 15%. This applies to each lot purchased and is subject to TVA. Some lots may be subject to TVA on the hammer price as well as the premium. These lots will be marked with either an omega (Ω) or (\*) printed beside the lot number in the catalogue.

#### Bidder registration

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

Bidders are only permitted to bid when they have been allocated an identification number and are in possession of a sale catalogue which contains the conditions of this sale. Bidders should note that this sale is expressly held on, and subject to, the Conditions of Sale in the auction catalogue which each bidder, by making a bid, automatically acknowledges that he or she has read, understood and accepted.

#### Insurance after the sale

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

#### Collection of Vehicles

Collection of vehicles is available by appointment only – whether you intend driving the car away from storage or using a vehicle transport company. Bonhams personnel will be on site from Friday 11 October to Sunday 13 October, 12pm. Thereafter, all vehicle collections must be co-ordinated via our transport representatives.

#### Collections, Transport and Storage

see Notice: Collections, transport and storage details.

#### Damage

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

### ALGEMENE INFORMATIE

#### Bieden in commissie

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

#### Betaling

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

#### Bankgegevens Bonhams

National Westminster Bank  
PO BOX 4RY  
250 Regent Street  
Londen W1A 4RY  
Verenigd Koninkrijk

Account name: Bonhams 1793 Ltd - EUR Client account  
Bank code: 56-00-27  
Account no.: 28613430  
IBAN: GB13 NWBK 6072 1128 6134 30  
SWIFT/BIC: NWBK GB2L

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

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

Creditcardbetalingen worden geaccepteerd onderhevig aan een toeslag van 3%. Contante betalingen worden geaccepteerd tot maximaal €3000

#### Opgeld (Kennisgeving aan kopers)

Let op dat alle gekocht kavels onderhevig zijn aan een opgeld van 15%. Dit is van toepassing op ieder gekocht kavel en is onderhevig aan BTW. Sommige kavels zijn onderhevig aan BTW op de hamerprijs evenals op het opgeld. Deze kavels worden gemerkt met ofwel een omega (Ω) of (\*) die worden afgedrukt naast de kavel in de catalogus.

#### Registratie van bidders

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

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

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

#### Verzekering na verkoop

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

#### Afhalen van voertuigen

Voertuigen kunnen alleen op afspraak worden afgehaald, ongeacht of u het voertuig zelf wilt besturen of dat u het voertuig af laat halen door een transportbedrijf voor voertuigen. Het personeel van Bonhams is op de locatie aanwezig van vrijdag 11 oktober tot zondag 13 oktober 12.00 uur. Daarna moet het afhalen van alle voertuigen worden geregeld met onze transportvertegenwoordigers.

#### Afhalingen, transport en opslag

zie Kennisgeving: Afhalen, transport en opslag.

#### Schade

Iedere kijker die een kavel beschadigt wordt wettelijk aansprakelijk gesteld.



# 1

## 1958 Austin-Healey Sprite MkI 'Frog Eye' Roadster

Chassis no. AN5-L/8643  
Engine no. 9C-U-H/8185

This 'Frog Eye' Sprite was in a dilapidated condition when imported into the Netherlands from the USA in 1990. It was still in this sad state when bought by the last owner in August 1990 from a repair shop in Goes, Netherlands. Soon after acquisition the mammoth task of restoration commenced.

The body was removed and sandblasted back to bare metal and the entire car dismantled, with all removed parts refurbished and stored ready for re-assembly. Sourced from EuroSpeed Services in Valburg, original replacement parts were used only where necessary.

After stripping, the body was mounted on a rotisserie for easy accessibility, and following its complete restoration was repainted in its beautiful British Racing Green livery. The engine was sent to a specialist company in Thiel, Arnhem for a complete overhaul. In the meantime, the damaged seats were stripped and re-upholstered with new leather, and a new walnut dashboard installed. The latter's sublime glass-like finish is the result of more than 20 coats of lacquer.



After the repaint at the beginning of 1995, the process of re-assembly began and one year later the completed, concours-condition Sprite passed its technical inspection. Since 1996, the car has participated in and been admired at many club rallies, treasure hunts and pleasure trips, averaging some 1,000 to 2,000 kilometres annually.

The car is offered with BMIHT certificate, restoration photographs, Netherlands registration papers and roadworthiness certificate. It remains one of the most beautiful 'Frog Eye' Sprites you are likely to see.

**€15,000 - 20,000**  
**No Reserve**





## 2 1962 Austin-Healey 3000 MkII

Chassis no. H-BT7-L/16109  
Engine no. 29E-RU-H/2463

A left-hand drive BT7 (2+2) model built for the North American market, this Austin-Healey 3000 has the late MkII version's triple SU carburetors and central gear lever, and was despatched from the factory to San Francisco, California in February 1962.

The desirable overdrive transmission, adjustable steering column, heater, laminated windscreen and wire wheels are among the original items of equipment listed on the accompanying BMIHT certificate. Re-imported into the UK circa 1996, the Healey was then stripped to a bare chassis and bodyshell and rebuilt with new floor panels, sills and outriggers. New interior trim, carpets and hood were fitted also, while other noteworthy features include a tonneau cover and an electric radiator cooling fan.



Immediately after the current vendor purchased the car in 1997 the mechanicals were totally rebuilt and the engine fitted with a new cylinder block (complete short engine with pistons, crankshaft, etc).

The car has been garaged since then in very dry climate and is described as in excellent condition in all respects with 'as new' engine having fewer than 300 kilometres on its bores. At time of cataloguing the Healey was being serviced by a specialist, complete with a new battery. Accompanying documentation consists of the aforementioned BMIHT certificate and an old UK V5 registration document for the age-related mark 'XFO 226F'.

**€25,000 - 35,000**



### 3 1961 Autobianchi Bianchina Trasformabile

Chassis no. 032091  
Engine no. 110D 000\*296027\*



Autobianchi resumed car production in 1957 under FIAT auspices, its debut model being the Bianchina, based on FIAT's new '500'. Positioned up-market from the FIAT, the Bianchina debuted as the Transformabile coupé, with full-length folding sunroof. The Bianchina showed clear signs of American influence, its size excepted, exemplified by two-tone paintwork, whitewall tyres and plentiful chrome.

This 1961 Autobianchi Bianchina is an example of the original and highly desirable Trasformabile version. Sold new in Italy, it has had only two owners since then and is presented in generally good original condition, having been preserved by the favourable climate and careful attention over the last 52 years. The body is untouched and does not need attention. However, 30 years of Italian sunshine had faded the paintwork and the car was re-sprayed in its original livery in 1990.

At the beginning of 2013, the engine was completely overhauled together with the gearbox and electrical components, while the brakes and suspension were renewed. Retaining its original body and engine, the car is said to be in excellent running condition and worthy of close inspection by anyone desiring a high quality example of this much sought after model. One of the most desirable microcars of its time, this Bianchina Trasformabile is ideal for summer fun on trips and rallies, or perhaps the occasional concours d'élégance. Offered with Belgian registration papers.

**€18,000 - 24,000**





4

**EU delivery**

### **1970 Mercedes-Benz 230SL Convertible with Factory Hardtop**

Chassis no. 113042-10-007988

Engine no. 12798-10-006813

Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230SL is a landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Christened 'Pagoda Top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by discerning collectors.

This matching-numbers 230SL 'Pagoda' has the manual transmission option and was exported to Spain when new. The car was purchased by the vendor from the second owner, who had owned it since 1977, and taken it in 2012 from Spain to Belgium, although it has not been registered there. It is presented in its factory colour scheme of Bordeaux with original black interior, and has a new convertible hood. We are advised that the gearbox has been overhauled, the clutch and brakes renewed, and a full service carried out.



Well documented, the 'Pagoda' has covered 94,000 kilometres from new and comes with original factory hardtop, service history, service booklet, Daten-Card, Spanish registration papers and Spanish technical inspection until 2012. Orders for parts are available also, mainly sourced from Niemüller, together with their detailed catalogue. The car also comes with a hard top in original Bordeaux, original parts list, service assistance book, owner's notes, owner's manual and an extra set of keys – an ideal entry level with factory hardtop European delivery SL.

**€45,000 - 65,000**





5

### ***Rare overdrive example***

## **1958 Triumph TR3A Roadster**

Chassis no. TS/28124-LO

Engine no. TS/28445-E



A matching-numbers example, this TR3A comes with BMIHT certificate showing that it was built in left-hand drive configuration for the North American market and finished originally in black with red leather interior. It was delivered equipped with the desirable options of a heater and the sought after manual/overdrive transmission, both of which it retains. The car was imported from the USA to Belgium in 2010 and has had only one owner since then. Its California Certificate of Title and the shipping invoice from Long Beach, USA to Antwerp are available.

Cosmetically restored recently, the car also benefits from an engine rebuild (undertaken in 2011) which included a new crankshaft, piston rings, bearings, clutch, etc, while the cylinder head was overhauled with new valve springs and valve guides. The car has been completely repainted in light yellow and the rubbers have been renewed also. The black vinyl seats are said to be in 'as new' condition - likewise the matching vinyl soft-top - while the tonneau cover and side screens are new.

Driven only infrequently since the restoration's completion, the car is said to be in great condition with hardly any trace of use. Chrome is in very good condition and the engine bay very clean. Registered in 2011 by the last owner, this recently refurbished Triumph TR3A comes with Belgian registration papers, sundry maintenance invoices, original manual, factory brochure and some period magazines featuring the model.

**€30,000 - 35,000**





## 6 1959 BMW Isetta Microcar

Chassis no. 455502

Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters, under the Iso name, after the war and thence to the highly successful Isetta 'bubble car'. Introduced in 1953, the egg-shaped Isetta was like nothing seen before, boasting a hinged front for entry, the steering column and instruments swinging out with the door to facilitate easy access to the bench seat. Power was provided by a 236cc two-stroke engine, which drove the closely spaced twin rear wheels via a four-speed gearbox. In the 1954 Mille Miglia, Isettas claimed the first three places in the economy classification, the winner averaging over 70km/h. Despite its virtues the Isetta was not well received at home where small cars like the FIAT 500 were preferred, and sales were disappointing.



Production in Italy ceased after some 1,000-or-so had been made, though the design continued to be built under license in several other countries. BMW saw its potential and by the time production ceased in 1962 had sold a staggering 161,728.

This BMW-built Isetta was delivered new to Germany before going to Switzerland where it stayed for 30 years. The third owner then brought the car to Belgium where it underwent complete restoration while retaining the original interior, the engine being enlarged to 300cc in the process. Presented in fully restored condition, this charming microcar is offered with restoration invoices, Belgian registration papers and roadworthiness certificate.

**€16,000 - 23,000**

**No Reserve**



7

## 1965 Austin Mini Saloon

Chassis no. AA2S7L843811A



One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout enabled Issigonis to create a trend-setting masterpiece of automotive packaging. BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. The early Mk1 had the 848cc A-Series engine, rubber cone suspension, and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964. In due course estate and van versions arrived; larger engines became available; more luxurious Riley and Wolseley models joined the line-up; and the sporting Mini Cooper was introduced.

Originally an 850cc model, this left-hand drive Cooper-style example has been upgraded with an overhauled 998cc engine equipped with twin carburettors, while other improvements include a wood veneer dashboard and Minilite-type alloy wheels. The interior benefits from new carpets and the gearbox has been overhauled. The car as a whole is described as in generally excellent condition, having been well maintained by a private collector. Accompanying documentation consists of Belgian registration papers and roadworthiness certificate.

**€12,000 - 18,000**

**No Reserve**





## 8 1972 Citroën SM Coupé

Chassis no. OOSB4381

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic self-levelling suspension, power-assisted all-round disc brakes, self-centring steering and steered headlamps. Maserati was responsible for the 90-degree V6 engine, and after some juggling of bore/stroke dimensions, a capacity of 2,670cc was settled on for a power output of 170bhp. Citroën was the world leader in passenger car aerodynamics at the time, the SM's class-leading drag coefficient enabling it to reach 220 km/h, making it the fastest front-wheel-drive car ever at that time.

Fuel injection arrived in 1972, an automatic transmission option became available the following year and the engine was enlarged to 2,974cc before the model was prematurely axed in 1975 following Citroën's acquisition by Peugeot.



Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

This example has the desirable five-speed manual gearbox. Partly restored to original specification in 2010, which included a repaint in its original colour, it was purchased by the current vendor in September 2010 at which time a total of 75,000 kilometres was displayed on the odometer. The car featured new carpets, overhauled air conditioning, tinted glass windows, new tinted front screen and excellent hydraulics resulting in perfect handling and roadholding.

Finished in very attractive period pale green metallic with original, restored black leather interior, this fine Franco-Italian Gran Turismo is offered with restoration invoices and valid Belgian registration papers.  
**€10,000 - 15,000**

9

## 1960 Mercedes-Benz 190SL Roadster

Chassis no. 121 040 10 017 157

Engine no. 121.920.751 90 45





Alongside its hyper-expensive race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed Road & Track magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 13 seconds and on to a top speed of 170 kilometres per hour. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This 190SL was imported into Germany from the USA some 25 years ago and then found a new owner in Italy in 2007. Completely restored to a high standard in Italy in 2008, it comes with Italian registration papers and Belgian importation Form 705.

**€75,000 - 95,000**





10

*Original European delivery*

**1961 Porsche 356B 1600 'Roadster'**

**Coachwork by Drauz**

Chassis no. 088885

Engine no. 604614





Cabriolets had been manufactured right from the start of 356 production but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Convertible D production being undertaken initially by Drauz of Heilbronn. Introduced in September 1959, the 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

Delivered new in Europe, this rare Drauz-bodied Porsche 356B cabriolet was ordered circa 2008 from one of the foremost Porsche specialist restorers - CPR Classic in Fallbrook, California - by Mr. P. van Schevensteen of Belgium. CPR Classic undertook a complete 'body off' bare metal restoration down to the last nut and bolt with no expense spared, including up-rating the engine to 90bhp from the original 60 horsepower. The result is probably the best Porsche 356B roadster currently for sale. In 2010 the restored car was delivered to Mr van Schevensteen, who sadly died only a few months later, leaving the car to his son. By then it had covered only 600 kilometres and was, of course, still in perfect condition. Unfortunately, nothing is known of the car's history prior to Mr van Schevensteen's short ownership.

Purchased in July 2011 by the last (lady) owner, the car remained in Belgium and has covered no more than 1,500 kilometres since the purchase. The present odometer reading is 2,100 kilometres, which is the total distance travelled since restoration. We are advised that the cylinder heads have been re-tightened as part of the running-in process, which now needs to be completed (see maintenance invoice from Bill Seitz Harlad).

Finished in Condor Yellow with superb grey/black cloth/leather interior, the car comes with Porsche Certificate of Authenticity listing the period options ordered for it: antenna, exterior mirror, ventilated chrome wheels and Conti tyres. Other noteworthy features include seat belts, tonneau cover, Porsche Sport steering wheel and a black mohair soft-top. Described as in concours condition and sounding wonderful, this fully restored Porsche 356B roadster comes complete with tool kit and is offered with a restoration file and photographs, Belgian registration papers and valid Belgian technical control.

**€110,000 - 140,000**





11

*EU delivery and one of a mere 989 examples*

## 1972 Porsche 911S 2.4-Litre Targa Coupé

Chassis no. 911 2310 791

Engine no. 6322095





This original, European-specification Porsche 911S Targa has the external filler for the engine's dry-sump oil tank that was fitted to cars built during 1972 only. Hitherto, the tank had been positioned behind the right rear wheel but for '72 it was moved forwards in order to improve weight distribution. The tank's hasty return to its original position and the filler's relocation to within the engine bay was prompted by the fact that service station attendants often mistook it for the fuel filler!

This car's traceable history dates back to the 1990s when it was purchased in Italy by a Danish film producer, a Mr Nicholson, who brought it back to Denmark. At that time the car was finished in Ivory White. The official Porsche dealer in Copenhagen confirmed that the engine and chassis numbers matched and revealed that the car had been delivered new finished in Albert Blue. Many years later Mr Nicholson sent his Porsche to marque specialist Christoph Schlagenhauf and his team at Boxermotor in Dotterhausen, Germany for a complete 'body-off' restoration, including returning the car to its original Albert Blue livery.

Preserved in good condition, the chassis/body was totally disassembled, bead-blasted and zinc treated, while all four wings were replaced with new original Porsche panels (restoration photographs available). The interior too was completely refurbished and fitted with original period-correct Porsche seats. In short: everything was restored to 'as new' condition. Unfortunately, health problems prevented Mr Nicholson from enjoying his restored 911 and he instructed Boxermotor to sell the car. Sadly, he died soon after that, so in 2011 his wife sold the Porsche via Boxermotor to the current private owner in Belgium.

Since acquisition the car has been maintained in the same, very good condition and only driven occasionally on sunny weekends, covering very few kilometres since the restoration's completion. This very rare 911 model comes with Belgian registration papers and its old Italian libretto.  
**€90,000 - 120,000**

911S





12

*Road registered*

**1983 Croco TAG Amphibious 4x4**





Designed by Walter Strahm, the Croco TAG was a lightweight amphibious 4x4 that lacked any form of suspension, relying instead on the fact that the two-part chassis/body was articulated about a central axis, each half acting, in effect, as a large swing-axle. The oversize balloon tyres provided buoyancy for crossing water obstacles.

Built in Karlsruhe, Germany, the Croco TAG was marketed by Strahm, whose Swiss company was part of the Luxembourg-based TAG Group (Techniques d'Avant Garde), best remembered by motor sports enthusiasts as sponsors of the Williams and McLaren Formula 1 teams in the 1980s/1990s. Early versions were powered by a built-under-license NSU Wankel rotary engine but that offered here has the Renault 5 engine that replaced it. Sadly, the Croco TAG failed to live up to its maker's hopes and several had been stockpiled before production ceased in 1983. The design was later revived and further developed as the 'Rhino'.

Supplied new in Switzerland and believed to have had only two owners, this rare right-hand drive example has been run for only 30 hours and is described as in generally excellent condition. The vehicle is offered with owner's handbook, sundry maintenance invoices and current Belgian registration papers.

**€12,000 - 18,000**

**No Reserve**

**13**

**No lot**





14

*1,266 kilometres from new*  
**1991 Lamborghini LM 002 '4x4'**

Chassis no. ZA9LU45A3LLA12214





One of the most exciting and exclusive off-road vehicles ever conceived, the Lamborghini LM 002 resulted from the marriage of the Countach QV supercar's 5.2-litre V12 to a functionally - some would say brutally - styled '4x4', the union resulting in scintillating performance and a top speed in the region of 200km/h. This state-of-the-art engine drove through a five-speed ZF heavy-duty transmission and two-speed reduction gearbox offering a choice of ten speeds and two- or four-wheel drive. Mounted on a tubular steel chassis, the distinctive five-door body was hand made in glassfibre (wings, bonnet, roof) and aluminium (doors) and the LM 002 came equipped in a manner one would expect from one of the world's foremost supercar manufacturers, with sumptuous leather-trimmed interior and air conditioning as standard.

The LM 002 resulted from a series of stillborn off-road prototypes originally conceived with military use in mind and was first announced in the autumn of 1985, with deliveries commencing the following year.

Customers could specify their own level of equipment ranging from luxurious opulence and one end of the scale to Spartan functionality at the other. To cope with the desert terrain that was assumed to be the LM 002's natural home, Pirelli was commissioned to develop special tyres and came up with the 'Scorpion', a design available in two different tread patterns (mixed use and sand only) that could be run virtually flat.

It was only natural that such an 'over the top' vehicle would attract wealthy high-profile customers, and the first LM 002 is reputed to have been sold to HRH King Hassan of Morocco. In the USA it became known as the 'Rambo Lambo' for obvious reasons. Derivatives included the LM 003, a diesel-powered military model that never got past the prototype stage, and the LM 004, which used Lamborghini's 7.2-litre V12 engine intended for powerboats.

One of only 328 LM 002s produced between 1986 and 1992, this example has belonged to the same family since the early 1990s, forming part of their collection of fine motor cars. Well maintained, with servicing up to date, the vehicle has covered only 1,266 kilometres from new and is presented in commensurately excellent condition, with damage free black leather interior and even retains its original factory sealed drivers hand book. Ready to cruise the boulevards of St Tropez or the sands of the Sahara Desert, '12214' represents a rare opportunity to acquire a very fine example of the vehicle likely to retain its unofficial 'world's fastest off-roader' title well into the foreseeable future. Offered with Spanish registration papers and roadworthiness certificate.

**€70,000 - 90,000**



15

## 1980 Citroën Méhari 4x4

Chassis no. 00CE0019





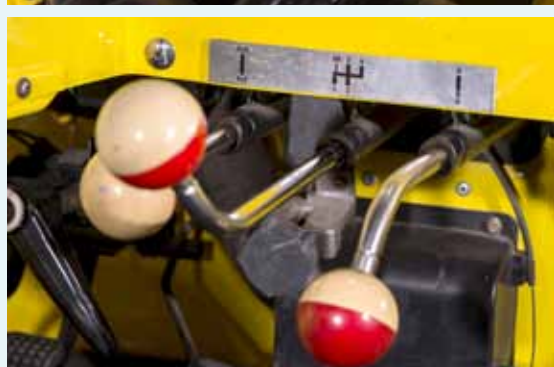
Almost certainly inspired by BMC's Mini Moke, the Citroën Méhari first appeared in prototype form in 1967 and like its British counterpart was based on a standard production car. In the Citroën's case it was the Dyane 6 version of the inimitable 2CV so the Méhari featured the latter's torsion-bar suspension and air-cooled 602cc twin-cylinder engine driving the front wheels. The open body was made of ABS plastic and, like the Moke, a detachable soft-top and side screens served as weather protection.

Taking its name from a type of Camel known for its speed, the Méhari was launched at the Paris Auto Show in October 1968 and would remain in the range for the next 20 years, only disappearing when 2CV production ceased in France in 1988, by which time a total of 144,953 had been made. Of these, only some 1,200 or so were the four-wheel drive version like that offered here. Citroën had first applied four-wheel drive to the 2CV back in the mid-1950s with the 'Sahara' model, which used a second engine driving the rear wheels independently. Produced from 1980 to 1983, the 4x4 Méhari used the front engine and conventional four-wheel-drive transmission.

Most were sold to the French Army and civilian models, like this one, are rare. By all accounts the Méhari 4x4's generous ground clearance, long-travel suspension, low weight and all-wheel drive made for a most competent off-roader. Some independent specialists have fitted the 2CV body to the Méhari 4x4 chassis to create a conventional four-wheel drive saloon.

Supplied new in France, this rare Méhari 4x4 was imported from Germany into Italy in 1995, moving to France in 2012 and thence to Belgium in November of that year. A very nicely restored example, the vehicle is offered with copy service notice, Italian and French registration papers, and Belgian importation Form 705.

**€24,000 - 32,000**



16

## 1958 Mercedes-Benz Cabriolet 220S 'Ponton'

Chassis no. 180030N8507213

Engine no. 180 924 850 42 99





Mercedes-Benz reintroduced six-cylinder models to its range in 1951 with the 220 and 300 types, both of which were shown at the Frankfurt Show in the spring of that year. Both featured single overhead camshaft engines, with the valves set across the head, rather than in line, and actuated by rockers.

The 220 was powered by a 2,195cc engine which in standard form produced 80bhp at 4,600rpm. A separate chassis was retained for these models, which were replaced in 1956 by a new range featuring unitary construction bodysells employing large, box-section side-members - hence the term 'Ponton'. All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle.

A shorter wheelbase was adopted for the Cabriolet model that appeared in May 1956 and also for the Coupé introduced the following year when the Hydraz semi-automatic transmission became available as an option. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed Gran Turismos were priced some 70% above the 220S saloon.

Only 3,429 220S coupés and cabriolets had been made when the original was superseded by the restyled 'fin tail' version in 1959, and today these elegant and exclusive limited edition Grand Tourers are highly prized.

A manual transmission model with column-mounted gear change, this 220S cabriolet was the subject in 2009 of a 'body off' restoration, with careful attention paid to quality, detail and finish. We are advised that there is no damage, rust or any other visible shortcomings, and that the body's underside has been given a protective coating. The doors, bonnet and boot close and open easily, the engine bay is clean, and the new chrome looks shiny and bright.

Described as good and tidy, the 'Old English White' paintwork is complemented by brown leather interior trim and matching canvas soft-top, the latter renewed and free of any damage or signs of use. A leather tonneau cover is provided. The wooden dashboard boasts a full complement of VDO instruments in working order. Imported into Belgium in 2009, the car has had only one owner since then and has been used sparingly. Very smartly turned out, this recently restored 'Ponton' soft-top comes with its original Certificate of Title, original manufacturer's brochure, taxation report, Belgian registration papers and invoices for maintenance since 2009.

**€85,000 - 105,000**



17

*Factory sunroof*

## 1960 Mercedes-Benz 220SE 'Ponton' Coupé

Chassis no. 12803710003385





Mercedes-Benz reintroduced six-cylinder models to its range in 1951 with the 220 and 300 types, both of which were shown at the Frankfurt Show in the spring of that year. Both featured single overhead camshaft engines, with the valves set across the head rather than in line, and actuated by rockers. The 220 was powered by a 2,195cc engine which in standard form produced 80bhp at 4,600rpm. A separate chassis was retained for these models, which were replaced in 1956 by a new range featuring unitary construction bodyshells employing large, box-section side-members - hence the term 'Ponton'.

All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle.

A shorter wheelbase was adopted for the Cabriolet model that appeared in May 1956 and also for the Coupé introduced the following year when the Hydrak semi-automatic transmission became available as an option. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed Gran Turismos were priced some 70% above the 220S saloon.

In 1958 the 220 range was updated with a fuel-injected version of the 2.2-litre overhead-camshaft six, becoming the 220SE. Maximum power increased from 106 to 115bhp, and while top speed remained unchanged at around 160km/h there was a useful improvement in acceleration, the 0-100km/h time reducing by two seconds. By the time production ceased in November 1960, fewer than 2,000 220SE Coupé and Cabriolet models had been manufactured and today these elegant and exclusive limited edition Grand Tourers are highly prized.

This manual transmission 220SE was restored in the USA prior to its importation into Italy in 2006. Finished in blue metallic with beige leather interior, it has the desirable factory sliding steel sunroof and is described by the private vendor as in generally good condition. The car is offered with US Certificate of Title and Italian customs documents.

**€55,000 - 65,000**



18

## 1958 Jaguar XK150 SE 3.4-Litre Drophead Coupé

Chassis no. S837442BW

Engine no. V4014-8





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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity as most were sold in

SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time. 'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money,' declared The Autocar.

A sought after 'Special Equipment' model, this XK150SE drophead coupé left the factory equipped with automatic transmission but has since been fitted with the desirable four-speed manual gearbox with overdrive. A complete, 'frame upwards' restoration was completed earlier this year and the car is presented in a condition commensurate with this recently refurbishment. Finished in Old English White with red leather interior, this exceptional condition XK150SE is offered with BMIHT certificate and German registration papers.

**€120,000 - 150,000**



19

## 1964 Austin-Healey 3000 MkIII Phase II Convertible

Chassis no. HBJ8/L 28624





Launched at the New York Motor Show in March 1959, the Austin-Healey 3000 retained the muscular good looks of its 100/6 predecessor while providing a useful increase in performance thanks to a larger-capacity version of the long-established C-Series engine. Over-bored to 2,912cc the latter produced 124bhp, good enough for a top speed of 185km/h with the optional hardtop in place. Otherwise, the car was much as before, though Girling front disc brakes were a welcome improvement.

Introduced in 1961, the MkII in Convertible form brought improved practicality courtesy of a fixed foldaway top and winding windows. From now until the end of production the only 3000 model available would be the 2+2, the less popular two-seat version having been dropped.

The 3000 MkIII with 148bhp engine appeared early in 1964, to be followed later in the year by the Phase II version with revised rear suspension. Top speed was now 200km/h and the 0-100km/h time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

Representing the Big Healey's final, most popular incarnation, this BJ8 Phase II model was restored in 2004, the engine being overhauled by Atelier Harper in Monthéry. Noteworthy features include a new top and SU 40mm carburettors, the latter making the car a willing performer. Bought by a previous owner in 2004, the Healey had covered only a few kilometres since restoration and since its acquisition by the last lady owner in May 2005 has travelled only a further 100km. In June 2011 the car was completely overhauled.

Said to perform perfectly, with the overdrive working correctly, this most desirable and beautifully presented Big Healey is offered with cancelled French Carte Grise and valid Contrôle Technique.

**€60,000 - 80,000**



20

*EU delivery*

## 1966 Mercedes-Benz 230SL Convertible

Chassis no. 113042-10-016255

Engine no. 127981-10-012747





This 230SL 'Pagoda' has the manual transmission and power steering options and was delivered new to a Mercedes-Benz dealer in Fulda, West Germany in May 1966. The car's first private owner was Colonel Adrian St John II of the United States Army, who had recently been posted from Vietnam to command the 14th Armoured Cavalry Regiment stationed in the Fulda Gap near the border with East Germany. Two years later, in 1969, he was promoted to Brigadier General and returned to the USA, bringing the 230SL with him to Texas where it spent the next 43 years in the Lone Star State's dry climate. A Major General when he retired from Army service in 1977, Adrian St John II continued to serve his country as a diplomat and was commended by three Presidents for his outstanding efforts on behalf of world peace.

In 1985 the 230SL was sold to the Texas Rangers baseball club manager, Bobby Valentine, a former professional player who has managed a succession of top clubs. A living legend known as 'Bobby V' or 'Big Daddy V', he kept the Mercedes-Benz for 16 years, selling it in 2001 to a Mr Payne, another Texas resident. The car was registered in Ohio when it was acquired by the current vendor in 2012. Brought to Holland, it has been completely restored by a marque specialist in 100% compliance with its Mercedes-Benz factory data card and is finished in correct graphite grey (190G) with MB-Tex Caviar Black interior and matching soft-top. The body was stripped to bare metal, restored and repainted, and the engine completely overhauled with new piston rings, valves, etc. We are advised that the fuel injection pump works well having

been overhauled few years ago by Koller & Schwemmer, and that the fuel pump is a new Mercedes-Benz unit. The only modern addition is a silver iPod connected to the Becker radio, loaded with period-correct music. Prior to restoration the odometer displayed 87,000 miles. During restoration it was converted to metric and set to 20,000 kilometres.

The car comes with tool kit, jack, spare wheel, Mercedes-Benz pouch, original owner's handbook, original driver's manual from 1966 in pristine condition, and some 230SL promotional brochures from 1965 (used during restoration).

Accompanying documentation consists of restoration invoices, old US certificates of title, importation paperwork and proof of EU duties paid in Holland. The car is not registered yet but carries German Stuttgart 'Zoll' plates, believed circa 1969.

**€60,000 - 90,000**



21

*Mille Miglia eligible and former Pebble Beach entrant*  
**1954 Alfa Romeo 1900C Sprint Series 2 Coupé**  
**Coachwork by Carrozzeria Touring**

Chassis no. AR1900C 01880

Engine no. AR 1308 00894





An immensely influential design, the Touring-bodied Alfa Romeo 1900C Sprint was designed to offer family-sized accommodation in a two-door sports coupé format and its heart-shaped vertical grille with flanking horizontal intakes would become a trademark on later Alfás. Chassis number '01880' is a Series 2 Sprint that has been upgraded with the later five-speed gearbox as fitted to the Super Sprint. This particular car carries Carrozzeria Touring's attractive five-window coupé coachwork and was supplied new to one Edward Milano of Daly City, California in 1955. In 1962 the Alfa passed to its second owner, in Orinda, California, who sold it to the third owner, Ken Shaff of Moraga, California in 1989. Following Mr Shaff there were two more owners before the current vendor.

'01880' was comprehensively restored to exceptionally high standards in the late 1990s, and has seen relatively little use since. The Alfa was accident free and fundamentally sound prior to the restoration, which involved completely disassembling the car and treating it to a full mechanical and cosmetic bare-metal rebuild. Paintwork was entrusted to Rob Etcheverry and Don Nichol while the power train, running gear and all other mechanicals were fully overhauled by Conrad Stevenson, plus some engine work by Sammy Hale.

The car was refinished in Azzurro-Verde Metallizzato and Blu Cobalto, while the Wilton-carpeted interior was re-trimmed to show standard by Ken Niminic using the original as a pattern. All chrome and nickel plating was likewise carried out to show standards and new rubber seals fitted throughout. The Borrani wire wheels were restored and re-chromed, fitted with new spokes and shod with correct Michelin X tyres.

Following its completion, the Alfa was shown at the Pebble Beach Concours d'Elegance in 1999 and at the Palo Alto Concours in 2001 and 2002 where it placed 1st and 2nd respectively. The car also participated in the California Mille in 2001 and 2002. Dating from the mid-1950s, it is eligible for all the most prestigious historic motor sports events. Representing a wonderful opportunity to acquire a fully restored example of this stylish and elegant post-war Alfa Romeo model, '01880' comes complete with jack and wheel hammer and is offered with recent (2011-2013) invoices, old US title deed, FIVA Identity Card and is EU duty paid.

**€145,000 - 185,000**



22

*Mille Miglia eligible*

## 1957 Maserati A6G/54GT Coupé Coachwork by Carrozzeria Allemano

Chassis no. 2116

Engine no. 2112 (see text below)





When post-war production resumed in 1947, as well as continuing in its traditional role as builder of Grand Prix cars, Maserati commenced the manufacture of sports-racing and road cars. Its first true road-going model - the A6 1500 - made its sensational public debut at the 1947 Geneva Salon, where the Pinin Farina-bodied coupé was well received by both press and public. The A6 1500's engine was a 1,488cc single-overhead-camshaft six, similar to the A6GCS sports car's 2.0-litre unit. Its chassis was of the ladder frame type, the double-wishbone front suspension was derived from racing practice and coil springs suspended the live rear axle.

In 1954 Maserati introduced the A6G/54, which was clearly aimed at customers seeking to combine everyday road-going practicality with occasional competition use. The first A6G/54 made its debut at the 1954 Paris Salon, wearing coupé coachwork by *Carrozzeria Frua*. The A6G engine was an in-line six-cylinder with twin overhead camshafts and bore/stroke dimensions of 76.5x72mm for a displacement of 1,986cc. Equipped with three twin-choke Weber carburettors, it delivered a claimed 150bhp at 6,000rpm. Dry weight was around 840kg and maximum speed in the region of 195-210km/h. The A6G/54's tubular chassis was similar to that of its predecessor's but incorporated improved suspension and A6GCS inspired steering and brakes.

Bodies were commissioned from Zagato (20 coupés and one spider), Frua (six coupés and 12 spiders) and Allemano (21 coupés). Maserati designated them 'Tipo A' for the Frua Spyder, 'Tipo B' for the Frua Coupé, 'Tipo C' for the Allemano Coupé and 'Tipo D' for the Zagato Coupé, the latter being a lightweight version intended for racing in the GT category. Frua had enjoyed a long-standing relationship with Maserati but the Turin-based coachbuilder was slow to introduce new styles, preferring quirky embellishments of existing designs, and delivery times were lengthy. Zagato's spartan, competition orientated offerings were not to everyone's taste either, so Maserati looked for an alternative, which it found in Serafino Allemano, another *Torinese* coachbuilder.

Soberly attractive, Allemano's coupés are characterised by fine and accurate workmanship, fully in accordance with Maserati's policy of building highly prestigious grand touring cars. Luxury accessories such as a radio, a Smiths heating system, and fitted luggage for the boot compartment, emphasised the move towards a high quality product.







Chassis number 2116 is one of the mere 21 Allemano-bodied examples and was dispatched new from Maserati to Abdo G. Enrique of Maracaibo, Venezuela June 10, 1957. It carried a price tag of 3,034,000 Lire. According to the Maserati records and mentioned in the Orsini-Zagari Maserati book, page 151, a substitute engine was fitted to chassis number 2116 on May 16, 1957 by the Maserati Works before the delivery to the first official owner in Venezuela. Engine 2112 is a twin-plug racing engine to full A6GS specification, originally fitted to a Zagato-bodied A6G driven by Belgian racing driver Paul Frère in 1956. We are informed by the car's current custodian that annotations in the Maserati archives by Mr. Cozza, Maserati's then oldest employee from the 1950's who later became the factory's main archivist from the 1960's, show in his factory notes that as of the mid-1960's 2116 was confirmed as still running with engine 2112. The original engine plate 2112 is still mounted to the bulkhead of 2116.

According to the vendor the engine stamping 2112 on the sump, all the part and assembly numbers on the engine and cam tower, the original camshafts and all and every chassis identification number along with all the factory identification plates bear the original stampings and are genuine. In 2013 the racing engine 2112 - and gearbox underwent a total rebuild at a cost of circa €75,000. The vendor further informs us that it was confirmed by the Maserati archive department in July 2013 that there is no record, invoice, production order or notation of two engines bearing the same number in either the 2112 or 2116 archive files.

From the 1960s onwards the Maserati resided in Southern California and in 1981 was owned by Larry Wright of San Diego. In the 1990's it returned to Italy where it has been part of a prominent collection of Italian racing and sports cars near Firenze and was more recently prepared for participation in the Mille Miglia where it was accepted but did not compete as the owner decided to enter another car from his collection. The Maserati has also been featured in several magazines.





Today this rare car is believed to have covered a mere 103,200 kilometers from new and still retains its original colour scheme of 'Blu Ritratto' with chestnut leather trim. 2116 has always been well maintained and the coachwork has always been in excellent condition. The undercarriage is clean and orderly and the interior is mostly original and much of the chrome has never been restored. Its coloured instrumentation matching the exterior colour is particularly noteworthy.

The Maserati is currently registered on Italian papers and comes with a copy of the California certificate of title, valid FIVA identity papers, an Italian ASI certificate, a copy of the original Maserati factory delivery order dated June 10<sup>th</sup> 1957, a Certificato D' Origine issued by Maserati April 19, 1957 along with the delivery order for the first owner. The latter document lists the car's original specification, and further 1957 documents confirm a fitting of the second engine.

Offered for sale at auction for the very first time ever, this handsomely presented rare Maserati A6G/54 *berlinetta* is eligible for the popular Mille Miglia and can participate in a multitude of other prestigious events run not only in Europe but also in Japan, Australia and the USA. A rare opportunity to acquire a stylish, competition derived *Gran Turismo* from an historic and respected marque which will celebrate its centenary year in 2014.

**€450,000 - 650,000**





23

## 1944 BMW 327 Coupé

Chassis no. 74169





The acquisition of the Dixi works at Eisenach in 1928 provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in motor manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf independent suspension and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow.

Introduced in 1938, the 327 sports-tourer used the shortened, boxed, ladder-type chassis of the 326 saloon, shared by the 320, but with semi-elliptic rear springing in place of torsion bars. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gear changes at low speeds, while there were hydraulic brakes all round.

BMW's pushrod six had by now been enlarged to 1,971cc and developed around 60bhp in the 327, which could also be ordered with the 328 sports car's 80bhp unit at extra cost. Autocar magazine got its hands on a 328-engined Type 327 Sports Cabriolet in 1939, achieving the highly creditable maximum speed, for a 2-litre car, of 96.77mph while testing the BMW at Brooklands.

This example of a very rare and highly desirable early BMW sports car was manufactured in March 1940 and delivered new to Vienna, Austria, while the engine's identification plate dates it to 1944. Restored in 2009 by Mercedes-Benz agents Hirschvogel GmbH of Straubing, Germany, it is finished in black/cream with beige interior and presented in a condition commensurate with this relatively recent professional refurbishment.

The car is offered with starting instructions, German registration papers and roadworthiness certificate.

**€80,000 - 120,000**



24

## 1950 'Berlin III' E2 Class racing sports boat





Kurt Hersch had designed and built fast patrol craft during WW2 and set up his boatbuilding company in 1946. He was active in the fledgling sportsboat racing scene after the war both as builder and driver and he was to construct several Berlin boats for Jurgen Baginski. With Berlin III he is recorded as winning a Ribband trophy on Lake Starnberg in 1953 and with a later Berlin VI he won the World Championships at Cannes in 1956.

BMW Veritas was set up by BMW employee Ernst Loof in 1946 at Messkirch to produce motors for sportsboats. With original BMW engines being in short supply, they initially took six cylinder overhead camshaft motors from the Heinkel Company. Designed by Max Steaves it was built by Bootsbau Gersch, Weisbaden, for racing driver Jürgen Baginski.

The hull which is of laminated timber over Cedar frames and timbers, is finely paint finished with polished laminated timber decks and a moulded cowling to the engine compartment and cockpit. The engine cover is fitted with emblematic BMW style split ventilators and pierced for the six polished exhaust pipes.

The two-seat cockpit with curved acrylic screen and left hand wheel steering with hand gear shift is upholstered in red and has a veneered dashboard fitted with gauges, stopwatch and speedometer. Behind the cockpit a curved cowling, reminiscent of the Veritas racing car, houses the fuel filler.

The motor is a BMW Veritas double overhead camshaft alloy engine of six cylinders and 1,998cc displacement, returning approximately 100bhp. Originally a BMW 321 unit, this has been rebuilt to 328 specifications with triple carburettors and straight through exhaust.

The hull and motor were extensively restored between 2006-2010 and have been maintained since in exceptional order.

With superb detailing and finish, Berlin III is a first class example of the small high performance sportsboat of the 1950's and may well be the earliest surviving BMW powered post-war racer.

Ready for the water, she would not be out of place at any Classic sportsboat regatta or in a BMW aficionado's collection. Bonhams recommend close inspection of this unique piece.

**€180,000 - 260,000**



25

*Delivered new to Hans Riegel*

**1954 Mercedes-Benz 300S Cabriolet A  
Coachwork by Sindelfingen**

Chassis no. 188.010-4500024

Engine no. 188.920-3500386





More expensive than the 300SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300S was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front rank of prestige car manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

'To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal,' observed Autocar magazine.

Although Mercedes-Benz would adopt unitary chassis/body construction for its lower and mid-priced cars as the 1950s progressed, the retention of a traditional separate frame for the 300 enabled a wide variety of coachbuilt body types to be offered. The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height.

Initially developing 115bhp, the 3-litre, overhead-camshaft, six-cylinder engine - used in fuel-injected form in the 300SL sports car - was boosted in power for the succeeding 300b and 300c models, finally gaining fuel injection in the re-styled 300d of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300d) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favoured by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer. The conservatively styled 300 saloon was soon joined by the 300S (Super), a model which succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater coupé, cabriolet and roadster forms on a shortened 300 saloon chassis. The roadster was the more sporty of the three, featuring a relatively simple hood that was almost totally concealed when folded down, while the cabriolet was more luxurious. Indeed with its lined hood erected the cabriolet was every bit as quiet and comfortable as the fixed-head coupé







Not only was the two-seater 300S considerably lighter than the saloon, it was also more powerful, boasting an engine equipped with triple (as opposed to twin) Solex carburettors and a raised compression ratio. Maximum power output was increased to 150bhp and top speed to 176km/h. Unlike some of its spartanly furnished contemporaries, the 300S boasted a lavishly equipped interior featuring supple leather upholstery, beautiful burr walnut trim, chromium-plated dashboard instrumentation and precision-made switch gear.

Elegantly styled in the pre-war manner yet technologically bang up to date, the 300S was built to the Stuttgart firm's uncompromising quality standards. Inevitably, production was limited, only 760 examples of the 300S/Sc (560/200) leaving the factory between 1951 and 1958, of which only 203/49 were 300S/Sc cabriolets. Ownership of such an exclusive automobile was necessarily restricted to a wealthy few, among them film stars Cary Grant and Gary Cooper, and the Aga Khan. Extracts from the factory build sheets for this car, kindly provided by Mercedes-Benz Classic confirm the following specific options:

Delivery date: 07.05.1954

First owner: Haribo Company, Hans Riegel, Bonn

Radio Becker Mexico with Hirschmann aerial

Steering wheel, gear lever, knobs and seat levers ivory coloured

Bosch Servo-Breaks factory retro-fitted on 15.11.1954

A fast touring automobile in the tradition of the legendary 540K, the 300S was faster, better handling, more comfortable and generally superior to its pre-war ancestor. It was Mercedes-Benz's flagship model: stylish, exclusive and intended for a wealthy and discerning clientele that demanded superlative performance but were unwilling to sacrifice luxurious appointments and generously sized accommodation. Today the 300S is among the most sought after of post-war Mercedes-Benz automobiles and this concours-quality example affords the prospect of a truly rewarding ownership experience.

**€280,000 - 360,000**



26

## 1962 Citroën DS19 Décapotable Coachwork by Henri Chapron

Chassis no. DS19 4294050

Engine no. 0214003527





Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. The newcomer's startling appearance had been determined by the requirements of aerodynamic efficiency, while beneath the shark-like, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension plus power-operated brakes, clutch and steering. No European car would match the DS's ride quality for several years, and the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension is demonstrated by its survival in present-day top-of-the-range models. In 1966 the DS's original 1,911cc, overhead-valve, long-stroke engine was replaced by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other developments included swivelling headlights, fuel injection and a five-speed gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible). One of the most stylish cars of the 1960s, the latter was the creation of Parisian coachbuilder, Henri Chapron, who called his first such model 'La Croisette'. At first the conversion was not approved by Citroën, forcing Chapron to buy complete cars rather than rolling chassis, but eventually the factory relented and went on to produce its own usine version on the longer chassis of the ID Break (estate) model. Chapron continued to build his own Le Caddy and Palm Beach convertibles together with various limousines and coupés, the most popular of the latter being 'Le Dandy'.

This beautiful example of one of Chapron's rare coachbuilt Citroëns was delivered new in Sweden, remaining in that country until earlier this year when it was imported into the UK. We are advised that the last owner in Sweden was a Citroën specialist who expertly maintained the car throughout his 26 years of stewardship. Registered with the Chapron Club, it is a C-Matic (semi-automatic) equipped model finished in Arctic Blue with beige leather interior. The car comes with a hand-written history, owner's handbook, sundry service receipts, current UK MoT certificate and UK V5C registration document. A rare opportunity to acquire an original Décapotable preserved in superb rust free condition.

**€135,000 - 165,000**





27

## 1964 Austin-Healey 3000 MkIII BJ8 Phase 2 Convertible

Chassis no. H-BJ8-L/27291  
Engine no. 29K-RU-H/1516



Representing the Big Healey's final, most popular incarnation, this BJ8 Phase II model was delivered new to Charleston, USA. Its accompanying BMIHT certificate states that the car was delivered finished in Ivory White with red interior trim and black top, and was equipped with whitewall tyres, laminated windscreen, heater, wire wheels, adjustable steering column and overdrive. Available records show that it was retailed via Ship & Shore Motors of Florida in November 1964 and subsequently passed through the hands of various dealers and private owners in North Carolina, spending the years 1970 to 1998 in the long-term ownership of Elgie and Edna Lunsford. While in the Lunsford's care the engine was rebuilt (in 1980) and the Healey was then garaged for the next five years.

The NCDMV window sticker is dated '3.86' with inspector forms showing 11 miles driven between 09.80 and 03.85. The car then spent the years between 1986 and 1998 in storage. Its next owner was one Edmond John Maguire, who kept the car until 2004.

Mr Maguire spent \$38,615 on restoration between 1998 and 2003, which included bodywork refurbishment and a repaint. A complete list of all works carried out is available. In October 2004 the Healey was bought by Jeff March, who completed its restoration between December 2004 and May 2005, spending more than \$6,500 to bring the total rebuild costs to \$45,574. In 2006 Jeff March sold the car to Mr Ronald Age, yet another North Carolina resident. The current owner imported it to Belgium (freight documents available).

Extensively restored with no expense spared, this beautiful well documented Big Healey is offered with its original owner's handbook, factory brochure, period road test report and Belgian registration papers.  
**€45,000 - 65,000**





**28**

## **1977 Porsche 911 2.7-Litre Targa**

Chassis no. 9117310887

Engine no. 6371850

In 1974 all variants of Porsche's 911 sports car received the 2.7-litre engine, hitherto reserved for the Carrera, when the latter went to 3.0 litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to tolerance of low-lead petrol, vastly superior fuel consumption and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.



This matching-numbers Porsche 911 Targa retains its original Typ 911/81 engine and was delivered new to Spain complete with the popular semi-skiat seats. Currently displaying a believed-correct total of 147,549 kilometres on the odometer, the car remains in its factory colour scheme and retains its original interior and original Porsche wheels. There are photographs on file of an engine rebuild, undertaken 5,000 kilometres ago, together with invoices for parts used. Other maintenance tasks carried out include overhauling the Bosch K-Jetronic fuel injection system and fitting a new clutch. This beautiful 911 Targa comes with its original service booklet, Porsche certificate, Spanish registration papers and technical inspection since 2000.

**€40,000 - 60,000**



**29**

## **1955 MG Midget TF 1500 Roadster**

Chassis no. HDB46/7472

Engine no. XPEG 1357





As popular now among enthusiasts of traditional British sports cars as it was in its heyday, the TF was mechanically little different from the outgoing TD II, retaining its predecessor's body centre section while featuring a changed front end with shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats. The TD's 1,250cc, XPAG engine was retained at first but the need for more power prompted the swift introduction - in November 1954 - of the TF 1500 (with 1,466cc XPEG engine) which accounted for more than half of total production. With the larger engine, top speed improved by some 8km/h and was now within a whisker of 145km/h, with 100km/h coming up in around 16 seconds, more than two seconds quicker than the 1250. Last in a noble line of traditionally-styled MG sports cars, the TF sold well, 9,600 being produced between October 1953 and May 1955.

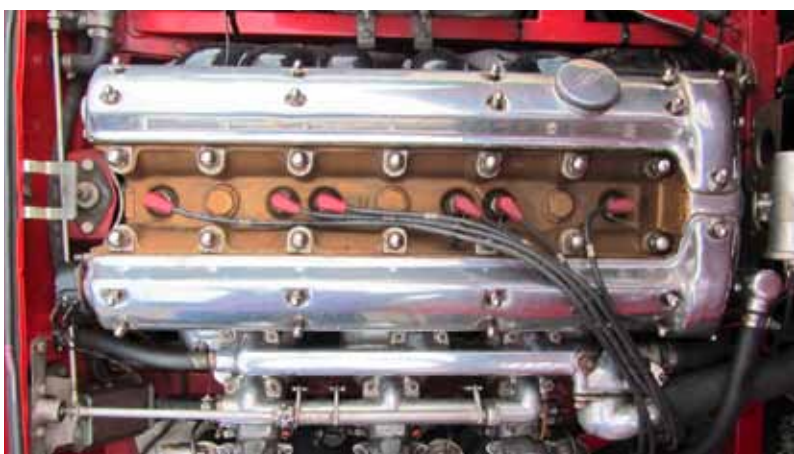
Imported from the USA, this TF 1500 Midget was repainted in its rare factory grey livery in 2012 and most importantly retains its original red leather interior, the latter preserved in magnificent condition. The original leather-trimmed dashboard is particularly worthy of note. Described as in generally excellent cosmetic and mechanical condition, the car is offered with French Carte Grise and Contrôle Technique.  
**€45,000 - 65,000**



30

## 1963 Jaguar E-Type Series I 3.8-Litre Roadster

Chassis no. 878562





'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 20km/h or leaping into its 240km/h stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.' - John Bolster, Autosport.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 240km/h top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 227kg less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

This superb left-hand drive E-Type is one of the last built with the beautiful aluminium dashboard, and it looks particularly attractive in this colour combination of Carmen Red with tan interior. Originally delivered in the USA, it was imported into Belgium in 1991 by a Belgian who lived in America. The car was then restored by the famous Belgian Jaguar dealership, Garage De Ridder, and after the rebuild's completion was serviced by them. It then had the same owner until 2010 when it was sold to the current vendor.

Nicely patinated, the paintwork is still in very good condition while the unmarked tan hide interior looks beautiful. All shut lines are described as perfect, the doors and boot closing easily, while the hood looks like new and fits very well. The engine runs smoothly with good oil pressure, and the original Moss gearbox works well.

Brakes and suspension are also in very good order. In short: this is an E-Type that affords the prospect of much pleasurable driving, complete with an intoxicating soundtrack and impressive performance. Driving this 50 year old E-Type is said to be quite an experience, reminding one of how impressive this car must have been when it came on the market in 1961. Offered with Belgian registration papers, it doesn't feel like an old car, which is quite an achievement for a model now classed as 'classic'.

**€70,000 - 90,000**





31

## 1956 Mercedes-Benz 190SL Roadster

Chassis no. 1210406500398

Engine no. 121921650399





In 1954 Mercedes-Benz had introduced the 300SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars.

Introduced at the same time was a cheaper, less exotic but no less refined sports roadster: the 190SL. Based on the 180 saloon whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness.

Mounted on a detachable sub-frame together with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, this M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. It was also relatively economical. The 190SL was more comfortable than the typical British sports car but the fact that its ride was more boulevard than sporting did nothing to deter sales.

The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This 190SL was serviced during the 1980s by professional Mercedes-Benz restorers Kienle GmbH in Germany and subsequently was sent to them for complete restoration. Completed in 2006, this was a very thorough body-off rebuild, the body being stripped and the engine and other mechanical components completely overhauled.

Kienle then bought the car and offered it for sale. In April 2010 the last owner bought the car from Klaus Kienle.

Since acquisition the 190SL has been serviced annually immediately prior to summer by the local official Mercedes-Benz dealer (invoices available). Driven only occasionally in sunny weather, the car has covered some 3,000 kilometres since its purchase in 2010 and is described as in generally excellent condition.

Offered with Belgian registration papers and roadworthiness certificate, it also comes with the original toolkit, spare keys, owner's manual and service booklet, the latter dating from the 1980s when the car first came to Kienle. A right-hand side exterior mirror and rear fog light are the only notified deviations from factory specification.

**€75,000 - 95,000**



32

## 1973 Maserati Bora 4.9-litre Coupé

Chassis no. AM117 49 574





The highlight of 1971 Geneva Salon was undoubtedly the sensational new Maserati Bora. With the Bora's introduction, the great Modenese manufacturer followed other supercar constructors in going mid-engined, while at the same time abandoning its traditional tubular chassis technology in favour of unitary construction. Named after an Adriatic wind, the Bora was the work of Giorgetto Giugiaro's Itai Design, at least as far as its bodyshell was concerned; the mid-mounted engine was Maserati's familiar four-cam V8 in 4.7-litre form, the five-speed transaxle came from ZF and the all-independent double-wishbone suspension was penned by Giulio Alfieri, co-designer of the legendary 250F Formula 1 car. One of the first 'new generation' models to appear following Maserati's acquisition by Citroen, the Bora used the latter's hydraulic technology to adjust seats and pedals, raise the headlamps and operate the excellent power-assisted brakes. A slippery shape plus 310bhp made for a very fast car - top speed was around 258km/h - and the Bora had acceleration and handling to match. From around 1973 a 4.9-litre version became available, boasting an extra 20 horsepower and commensurately improved performance. By January 1976, Maserati's management apparently had discussed shelving the Bora but later that year decided to continue. Only some 25 Boras were made that year and the total produced from 1971 to 1978 was only 571. The type was finally phased out in 1979.

The Bora was a stunning supercar by any standards, both then and now. According to Maserati Classiche, this 4.9-litre example was built in June 1973 and finished in Argento Auteuil with red leather interior. In the same month it was sold through the Maserati importer in the United States. At some time the car returned to its native Italy where it underwent a thorough service at official Maserati specialists Candini of Modena. Works undertaken include overhauling the pop-up headlight mechanism, water pump, steering box and air conditioning system, including filling with modern R134 gas, together with cleaning the carburettors as well as more mundane service items. Components renewed include the front brake discs, front shock absorbers and front wheel bearings. Accompanying invoices for these works, which were carried out in January 2013, total €13,479.40. Dating from the period 2009-2013 and totalling some €3,795, other invoices on file from a workshop near Modena are for works including overhauling the radiator and fitting various new parts. The car has also clearly benefited from a recent high quality re-spray, while the original leather interior is still in very good condition throughout. Offered with Italian registration documents for export, the car is now fitted a 'km/h' speedometer and correct European specification exhaust system and bumpers. **€90,000 - 120,000**





33

*Mille Miglia eligible*

**1954 Ferrari Tipo 250 Europa Prototype  
Coachwork by Carrozzeria Pinin Farina #12503**

Chassis no. 0297EU

Engine no. 0297EU





Capitalizing on the success of his V12-engined competition cars Enzo Ferrari began to develop exclusive road-going models for sale to private customers. Enzo Ferrari had begun planning his new car during the war and in 1946 commissioned Gioacchino Colombo to design a small-capacity V12 engine for it. By the time of the Paris Salon, in October 1953, the Ferrari range of road-going cars was being fully renewed with two new models announced, the 250 Europa to replace the 212 Inter born in 1951 and a bigger engined model, the 375 America. These two new Ferraris featured a common and longer (2,800mm instead of 2,600mm) chassis and 'long block' Lampredi engines, a 3-litre (2,963cc) known as Tipo 103 for the Europa and a 4.5-litre (4,522cc) Tipo 104 for the America together with a 4-speed gearbox to replace the 5-speed of the 212 Inter.

The first 375 America (0293AL) was ready for the 'Salon de l'Automobile', exhibited as a 2-seat coupe featuring an all new Pinin Farina design. Although indicated as '250 Europa' the 3-litre Vignale coupe (0295EU) displayed alongside remained based on the 212 Inter 2,600mm chassis and featured a 'short block' Colombo 3-litre engine. As for the car offered here, 0297EU (EU for Europa), it shows the same chassis and engine combination with the difference of a Pinin Farina bodywork more in the style of the earlier 212 Inter. Therefore 0295EU and 0297EU can be considered as the two prototypes of the 250 Europa. In order to complete the story of the transition between the 212 Inter and the 250 Europa, we have to also mention 0299EU, one of the many Ferraris sold to the master film producer Roberto Rossellini. It featured the Pinin Farina 212 Inter style bodywork and chassis like 0297EU but was fitted with the new Lampredi Tipo 103 engine.

Further confusion comes from the Pinin Farina archives. 0297EU, scocca #12503, listed as the 17<sup>th</sup> and last Ferrari 212 Inter Coupe while Rossellini's 0299EU appears as #12532 in the '250 Europa - 375 America' list although it is still based on the 2,600mm chassis.

Two catalogues mentioning the 250 Europa also explain why the two real 'prototypes' 0295EU and 0297EU have confused observers over the years. One factory 10-page brochure common to the 250 Europa, the 500 Mondial and the 750 Monza credits the Europa with the Colombo (2,953cc) engine and the 2,600mm chassis. An 8-page factory catalogue titled '250 Europa - 375 America' gives the correct standard 250 Europa figures of 2,963cc for the Lampredi engine and 2,800mm wheelbase, but includes two pictures of a car and a dashboard that could very well be 0297EU, while the car pictured in the other brochure is definitely of the later Pinin Farina design, actually showing 0321EU at a 1954 Montreux Concours d'élégance.

The period of production for these models was at a time when Pinin Farina was becoming the predominant carrozzeria to couture Ferraris as the links between the two companies became stronger. It was a time when Ferrari were trying to establish a marque identity in the sense of developing a homogeneous 'face', rather than there just being a Ferrari badge on any number of different body styles by different design houses.

For the new standard model to come, Pinin Farina had laid down the foundation for this with their designs all of which were very similar, unlike those from Vignale for example, where each individual body had its own nuances. The 250 Europa and 375 America models from Pinin Farina were visually very similar, although showing variations synonymous of bespoke tailoring, featuring for instance either a two or four side-window cabin section.

Producing between 220 and 260 bhp with a top speed of around 240km/h and race bred handling, this made the new 250 Europa among the quickest road cars of its day. As one would expect the 250 Europa was developed directly from Ferrari's competition models.





At this time Ferrari was still far more concerned with the manufacture of competition cars for itself and selected customers than with building road cars, but nevertheless took these, were first steps towards this new 250 series. A stark limited production of 20 cars called the 250 Europa - including 0295EU, 0297EU and 0299EU and ending with 0351EU were produced, this series also including two cabriolets, one by Pinin Farina, one by Vignale.

With the exception of the three cars mentioned above, all the twenty 250 Europa Ferraris were built on a 2,800mm wheelbase chassis, the longest of any production Ferrari up to that time. Constructed from oval section main tubes with substantial cross bracing on the chassis, the front suspension was independent featuring a transverse leaf spring and 'A' arms. At the rear the rigid axle ran above the main chassis tubes located by tie rods and suspended on leaf springs, with Houdaille lever shock absorbers all round. The engines were based on the 'long block' Lampredi design, the only significant differences between the two models being a difference of bore size, 68mm for the 250 and 84mm for the 375 model, together with larger carburetors on the latter.

In charting the history of this new 250 series with the valuable assistance and research carried out recently by renowned Ferrari historians Antoine Prunet and Marcel Massini, it is interesting to understand the few cars surrounding the production number 0297EU. The first two Ferrari cars produced in the new series were 0293AL and 0295EU, both Paris Salon cars of October 1953. The 375 America, 0293AL, carried an emerging new design for Pinin Farina, a two side window coupe produced on a long chassis of 2,800mm destined to be delivered to The Superior Oil Company of Los Angeles. The flamboyant styling of the Vignale, 0295EU, was the official first 250 Europa it was delivered to Robert Teakle of Detroit, Michigan.

The next 250 Europa delivered was the car offered here chassis 0297EU and was destined for American Motorsport Promoter Tom Marchese. Subsequently chassis 0299EU went to film director Roberto Rossellini in Roma. We see these first cars in the series were all assigned to Enzo Ferrari's high profile clients most having influence in the American target market.

The Ferrari 250 Europa we offer today can only be referred to as one of two factory prototypes. Going to press now it has come as a virtual new discovery in the Ferrari world that 0297EU was for decades misidentified as the last in the 212 series when the documentation and historical back tracking affirms that 0297EU is a very special short chassis prototype and the second 250 Europa produced with a 3,000cc Colombo engine.

In the 1960's, Amerigo Manicardi, director of International Sales at Ferrari, had a hand written ledger compiled of all the Ferrari serial numbers starting with the first cars and their first owners. This list is heavily guarded in the Ferrari world, and rarely mentioned outside of the inner sanctums of Ferrari as it contained the names of Ferrari's elite client base. In this rare ledger 0297EU is shown clearly as one of two production Ferraris with unique characteristics qualifying it as a prototype of the 250 Europa series and noting the 'proprietario' as Tom Marchese -Thiensville USA.

Tom 'Gaetano' Marchese was racing driver and motorsport events promoter. He sold and promoted sales of several important American car brands, including Auburn, Pontiac, Gardner, and Chrysler in the 1930's. He developed race tracks and race events including an association with the Indianapolis 500 event.

## TOM MARCHESE

by Al Krause

No man has had more influence on the growth of auto racing in Milwaukee than Tom Marchese. He promoted races from 1929 through 1968, covering nearly all of the major developments in the sport on the one-mile track at Wisconsin State Fair Park, attracting more than five million paying patrons.

Tom Marchese was born in 1899 in St. Agatha, Sicily, the third of six children of Luigi and Gaetana Marchese. Luigi came to America and settled on the rough lower east side of Milwaukee in 1902. He sent for his wife and four children, Joseph (Joe), Tony, Tom and Anna, to join him two years later. Luigi and Gaetana had two more boys, Carl and Salvatore (Tudy), in 1905 and 1907, respectively.

As an immigrant youth, Tom quit school at age eleven and began working a variety of jobs: paper boy, shoeshine boy, trucker, shoe-trimmer, and chocolate shipper. In 1918, he began to work as a mechanic at the Holmes Motor Company, a Ford dealership where he was soon joined by his younger brothers. On the side, the Marchese brothers constructed a midge racing car using a Henderson motorcycle engine on a platform wooden body. In 1922, they moved on to a Model T dirt car, utilizing a Rajo cylinder head built by Joe Jagenberg of Racine. Carl was the designated driver.

Not long after his brother Joe started a grading and excavating business, Tom and Tony converted a portion of the building into an auto showroom and repair shop with Carl and Tudy, aptly named the Marchese Brothers Garage.

Throughout the 1920s, Tom sold and serviced a variety of automotive brands, including Rickenbacker, Star, Gardner, Falcon, Knight, Auburn, Plymouth, Chrysler and Pontiac. In the meantime, Tudy joined Carl in the sprint car driving business at tracks in Cedarburg, Beaver Dam, DePere and Madison in Wisconsin, Roby and Hammond in Indiana, and Hawthorne in Illinois. In late 1927, Tom and Joe had finally amassed enough money to purchase a 122-cubic-inch Miller Special from Andy Burt of Chicago, one which Carl drove with good success. One year later, they purchased a second Miller Special from Henry "Slim" Heiple of Crown Point, Indiana. Carl took the new car and Tudy the older one.

After Carl finished fourth and earned \$4,350 in the 1929 Indianapolis 500 in the lighter car entrenched by Tom, the Marchese brothers became state heroes. So much so that Ralph Aronson, manager of Wisconsin State Fair Park, asked Tom if he'd like to try his hand at promoting a sprint car race. Aronson was tired of dealing with traveling circuit promoters like Ralph Hankinson of the American Automobile Association (AAA) and J. Alex Sloan of the International Motor Contest Association (IMCA).

"I agreed to do it with some misgivings,"

Marchese stated. "I wasn't sure I had the savvy."

But the day was a triumph for the Marchese clan, for the race drew about 6,000 spectators. They saw Carl finish second to Gus Schrader in the 50-mile feature on July 21, 1929. After that, Tom knew where his destiny lay.

In the early '30s, Marchese was able to secure a few AAA sprint car dates. One of them was a 100-mile set for July 16, 1933.



Tom Marchese

But after heavy rains washed out the proceedings after time trials, a committee of drivers headed by Wilbur Shaw prevailed upon Marchese to run the race the next day. So, Marchese to run the race the next day. At 5:30 p.m. Monday, when most Milwaukee residents were sitting down to dinner, the race started. And the winner? Why, Wilbur Shaw, of course, as a crowd of 4,000 or so looked on. "It was a learning experience," was Marchese's rueful comment.

In 1938, Marchese was awarded the contract for the weekly midge auto races on the one-fifth mile dirt track at the fair park. That same year, Marchese formed Wisconsin Auto Racing Association, Inc. Regular crowds of up to 12,000 were not uncommon.

Marchese continued to promote the midge races and an occasional 'big car' date, until 1942, when World War II gas and tire rationing brought racing to a halt. After the war, Marchese resumed the midge car shows and finally, in September, 1946, he was given exclusive promotional rights for all auto races at Wisconsin State Fair Park.

Starting in 1947, and for the next 30 seasons, the one-mile oval at the fair park was the site of more national championship races annually than any other major track in the country. A pattern developed over the years in which five to seven big races were held annually with total paid attendance anywhere from 150,000 to 180,000.

In 1948, modified stock car racing came into the picture, both on the quarter-mile clay track and the mile speedway. After scheduled only one or two races for stocks the first three years, Marchese scheduled four stock car races in 1952, a pattern that would continue into the late 1970's. In addition, two Indianapolis-type championship car races were slated each summer. So profitable did the races become for contestants, that many car owners and drivers would not make their racing commitments until after the fair park schedule was released. Marchese also ran weekly modified and jeep races, and he helped organize the short-lived National Midget Auto Racing Circuit.

When the AAA closed down its auto racing activities in late 1955, Marchese was one of the prime movers in the formation of the United States Auto Club (USAC), along with Indianapolis Motor Speedway owner Anton "Tony" Hulman, Indianapolis business executive Tom Birtford and others. Marchese was one of the first appointees to the newly-formed USAC board of directors. For his many contributions to the club, the USAC board gave Marchese a special award in 1966, saluting his 37 years of auto racing promotions.

The development of the Wisconsin State Fair Park Speedway is one of Marchese's main accomplishments. He played a major role in the paving of the one-mile dirt track in April, 1954. Gone were the days of deep ruts, flying rocks and clouds of dirt, or choking dust, and as he said, "having the fans go home looking like coal miners."

Through all these years, Marchese won other awards. In 1960 and 1961, he was voted "Promoter of the Year" after a poll of his peers by Speed Age magazine. In 1952, his AAA contemporaries voted him a similar honor. That would be followed by awards from Unico, the national Italian fraternal organization, and the United Service Organization (USO) for the tickets he had provided for wounded veterans at Wood, Wisconsin.

But 1967 would be the year tragedy struck the Marchese family. In March, Tom's wife Millie was fatally burned in a Milwaukee hotel fire. Less than two months later, his brother Tudy, who retired as a midge driver in 1935, died after a long illness. The final blow was in September, when his son Tommy was fatally injured in an auto accident not far from the family home at White Lake, Wisconsin.

Later that year, Marchese sold Wisconsin Auto Racing to John Kashian, the successful promoter of Hales Corners Speedway. Tom remained as president until his retirement in 1976. Carl Marchese, who retired as a big car driver in 1929, died in 1984, after years of helping Tom at Wisconsin State Fair Park as a racing director. Tom passed away in 1990 and was preceded in death by son Louis from his first marriage, and son Thomas from his marriage to Millie. Tom and Millie are survived by their daughter Tana, who married David Salvaggio, and their children: Donald, Thomas and David, Jr.



1961 in Chicago during Mr Seidler's ownership



Wisconsin 1958 during Ed Weschler's ownership



In 1950 and 1951 he was voted Automotive Promoter of the Year after a poll of his peers by Speed Age Magazine. In 1952 the AAA awarded him similar leading honors. Ferrari destined the 250 Europa model for the American market and Marchese was the ideal high profile client for Enzo's new model.

Placing his order directly with Enzo Ferrari himself Tom Marchese's dream to own a Ferrari automobile would soon come true. Tom, along with his brother Carl, Peter Crivello and friend Carl Wilke would sail on the Queen Mary and travel across Europe to Maranello, Italy. In a meeting with Enzo Ferrari himself Marchese took delivery of 0297EU on November 26, 1953 along with another Ferrari for Wilkie. Driving to the new luxury liner S.S. Andrea Doria and returning to New York both Ferraris were trucked back to Wisconsin. 'My Ferrari handles like a dream, and it can do over 150 mph' Tom said in his interview with the Milwaukee Newspaper in an article on his purchase published on December 29, 1953.

The vendor advises us that she is currently waiting for recently discovered colour photographs of Marchese and '0297EU' during this Italian trip of 1953, which will form part of the historical file and also feature in a soon-to-be-published book on this particular 250 Europa prototype. The largest and most important differences between the two 250 Europa prototypes (0295EU and 0297EU) and the remaining 18 units of the series of the 250 Europa production lay under the bonnet. As noted in the Ferrari Archive records the engine of 0297EU is a 3,000cc V12 unit of Colombo design, referred to as a short-block with a bore and stroke of 75 mm x 58.8 mm, fitted with a bank of three twin-choke Weber 42 DCZ carburetors, with twin coil and front horizontal mounted distributor ignition, it produced a claimed 250 bhp and is coupled to a factory installed five speed gearbox along with a large-capacity fuel tank for endurance events all notable unique and original features of 0297EU.

By using the Colombo short block V12 engine design it enabled the use of a desirable 2,600mm chassis making 0297EU one of only two short chassis 250 Europa series one cars produced. All other Europas in the early 250 Europa series had Aurelio Lampredi-designed long block engines that were kept below 3,000cc and a longer chassis of 2,800mm.

Perhaps an explanation of the long and short block descriptions would not go amiss at this juncture. The Lampredi long block design featured cylinder liners that screwed into the cylinder heads, which needed greater bore spacing than the Colombo short block design, which had more conventional push fit cylinder liners and a standard head gasket arrangement, which is more compact fitting well into this short chassis Ferrari offered here.

Although the 250 Europa series were only produced in relatively small numbers for a short period of time, they were an important transition stage between the preceding very successful 212 Inter series and the 250 Europa GT series of late 1954 - the latter being the precursor of the 250 GT series that would be the mainstay of Ferrari production for the next decade. This model is an important landmark in the Ferrari production car story and a unique benchmark for any Ferrari collection. The car offered here carries coachwork by Carrozzeria Pinin Farina, Ferrari's preferred coachbuilder. The 102 inch chassis was delivered to Pinin Farina on September 21, 1953 and job order 12503 was started with unique one-off Pinin Farina coachwork. It is a particularly striking design with unique features not duplicated on other Pinin Farina coupés, as one ex-works Ferrari driver refers to 0297EU as 'Humphrey Bogart handsome in a world too full of Liberace'.

The front grille is remarkably similar to that of the 250MM and the roofline is particularly low with no pagoda ridge on the front section of the top where it meets the windscreen making it more aerodynamically efficient low profile coupe. On close examination of the dash during restoration it was discovered that, the car was originally dark blue with a creme roof and a two-tone dash in the same color - a new owner could of course easily return the car to its attractive and original colour scheme - period photo taken in 1961 affirms this. The interior was tan leather as it is today, and no significant piece of the interior has been replaced or has been restored since 1953.





In 1955 Marchesi sold 0297EU to Ed Weschler of Nashotah, WI. Weschler had many special Ferraris; he was connected to the Anheuser Busch brewing empire and was a true Ferrarista. In the early 1960s Ferrari 0297EU appeared in *Road & Track* for sale in May 1960 as a 2.9 litre Farina coupe. It sold to Mr. Seidler and having covered few miles, developed engine problems and the engine was removed and replaced with that taken from '1141GT'.

In 1969, 250 Europa 0297EU was purchased by a Dr. Whitlock, a neurosurgeon from Springfield, Missouri, who retained the original engine during his ownership. In 1982 Dr. Whitlock met Jess Pourret, then President of the Ferrari Club of France at Spa Francorchamps, where Jess disclosed that 0297EU was indeed one of the first 250 Europa cars, had a special 3,000cc engine and was the first Farina 250 Europa built.

In 1985 the original engine 0297EU was rebuilt by John Hajduk in Bensenville, Illinois to be used as a spare for Whitlock's 212 Barchetta Touring chassis #0100E. In 1985 0297EU was donated to the Brook Stevens Automobile Museum in Milwaukee where it was displayed for 10 years without the engine installed bearing an identification sign that said '1953 Ferrari 250 Europa donated by C. Courtney Whitlock', at this time the odometer read 46,000kms. In 1995 the Europa 250 was purchased from Investment Cars Inc. of Norfolk, Virginia. It should be noted that on the Virginia title there is no mention of model type, only the year of production. Then purchased by Luigi Mancini of Pisa, Italy and exported from the USA to Pisa, Italy together with the original engine '0297EU' it is at this time that the misidentification of 0297EU seems to commence. Mancini was restoring a 212, and registered 0297EU as a 212 for some unknown reason. Mancini removed the bumpers and the oval grill chrome and sold them off thinking the car looked more aggressive without the chrome – these have meanwhile been recovered and will be sold with the car.

Gilberto Focardi purchased the car in 2005 and his target was to race the Mille Miglia in the next years. Focardi knew the engine was special, but was not really interested in tracing the archives of Ferrari for the car's early history. It was then that the official supplier to Ferrari Classiche - Modena Motori of Modena – provided the parts required to rebuild the engine with Scuderia Bigazzi performing the mechanical restoration which confirmed it as being a low mileage Ferrari that was in preserved condition. While further assistance and advice was provided by Faralli & Mazzanti (F&M) a leading specialist in the restoration of Pinin Farina bodied cars and other rare Italian classics from the likes of Cisitalia and Maserati, Autocarrozzeria Leoncini in Siena performed a bare metal respray back in 2008.

The Ferrari retains its original leather interior and comes with a substantial file of letters written over the past 40 years. Included also are photos and receipts for a sympathetic restoration, which was completed in 2010. This unique and highly original 250 Europa has always been in careful ownership, has had no modifications or accidents and was restored under the guidance of Ferrari specialists. All the glass on 0297EU is original and still bears the Securit etching, most of the chrome is original and in good condition, the instruments are all original and work perfectly, the original heater is installed and working, the doors close perfectly with good original panel gaps and the Ferrari is reported as having been garaged its entire life.

1985 – in the Brook Stevens Museum when donated by C. Courtney Whitlock







Pinin Farina numbered 12503 parts

PRODUZIONE FERRARI							
MODELLO	TIPO VETTURA	AUTOMOBILE	MOTORE	CAR.	ANNO	ACQUISTANTE	NOTE
0291 EU	212 Europa	Europa	212	Coupe Pinin Farina	1953	Sella Manifatture Milano	
0293 AL	315 America	315 America	315 A	Coupe Pinin Farina	1953	The Superior Oil Company Los Angeles	Prototipo Coupec 315 America di serie
0295 EU	250 Europa (2 porte)	Europa	c.c. 3000	Coupe Vignale	1953	Robert Trickle Detroit	Prima 2500 2 porte
0297 EU	250 Europa	Europa	c.c. 3000	Coupe Pinin Farina	1953	Tom MacRae Throssville USA	2 porte
0299 EU	250 Europa	103	103	Coupe Pinin Farina	1953	Piero Bonelloni Roma	2 porte Motore Tipo 103
0301 AL	315 America	104	104	Coupe Vignale	1953	Kirk New York	2 porte (2800 power) motore Tipo 104
0303 EU	250 Europa	103	103	Coupe Pinin Farina	1953	Giorgio Bianchi Locatelli	2 porte (2800 power) Motore Tipo 103
0305 EU	250 Europa	103	103	Pinin Farina	1953	Lutero Hagmuff France	Motore Tipo 103

Amerigo Manicardi's ledger extract on 0297EU







Maranello, 4/09/2013

Oggetto: Ferrari 250 Europa telaino 0297 EU

In relazione alla Sua lettera datata 20 luglio u.s., vogliamo confermare nostra disponibilità a ricevere la Sua 250 Europa presso la nostra officina per iniziare il processo di certificazione. Potete programmare la data per il trasporto a Maranello secondo le Vostre esigenze. Confermiamo che il modello esatto della sua vettura è 250 Europa e che la stessa è stata costruita dalla Ferrari nell'agosto del 1953.

Ringraziamo anticipatamente per la fiducia accordataci, ci è gradita l'occasione per porgere distinti saluti.

Marco Arrighi

Coordinatore attività Ferrari Classiche

Ferrari spa - Ferrari Classiche - Via Abbatino Islerio, 4 - I-41013 Maranello (Mo)  
Tel. +39 0536 1932014 - Fax +39 0536 1932133

Letter from Ferrari Classiche – September 2013

Mechanically well sorted with a clean, corrosion free and correctly presented chassis, 0297EU went on to participate in the Mille Miglia in 2010 and has completed a 750 kilometer tour this past summer (2013). We are advised that 0297EU has covered only 54,890 kilometers from new at this time. In July 2013 the current owner located all the original Pinin Farina trim, the bumpers front and rear and the original grill surround, in fact, every piece removed in Pisa in 1996. The vendor describes each piece as being Pinin Farina numbered 12503, and all these pieces which are in very good original condition are included with 0297EU making her complete. The chassis number, engine number and engine production number (182) are all visible and are believed 100% original stampings which would make this a fully matching numbers car. It should be noted that the preceding Italian owner enjoys close links with the Ferrari factory, and although it was felt that there was no need for a certificate from Ferrari Classiche, one could be provided as stated in the enclosed letter, to document the provenance of this very unique pre-production 250 Europa with so many one-off features officially certifying 0297EU as a portfolio quality Vintage Ferrari of unique historical importance.

Club Ferrari France



Dr. G. Courtney Whitlock  
400 Medical Tower  
1441 W. Hubbard  
Springfield, Mo. 65802  
U.S.A.

Aug 2, 1982

Dear Mr. Whitlock,

Following our short talk at Francorompe before in Paris, which I hope you enjoyed, here's what I can tell about your car, 0297 EU.

First, I must say that I don't have the first owner's name for the first 3 you enjoyed, here's what I can tell about your car, 0297 EU. The second 250 Europa produced. First one being 0295 EU which used to belong to Ben Gephart of Ohio.

In other words your car should be a 3 liter car with the long block 48 X 68 engine. The 212 5 speed gear box was retained as opposed to the other following Europe. The interesting fact is that your wheelbase is 102, which means that your chassis is still the 212 frame and not the later Europa 250 frame. The Europa 250 frame is approximately a 250 EU frame. Your chassis must still be passing under the back axle, while the 250 Europa is the same frame and the Europa 250 frame that goes over the axle.

I have a note somewhere that says that your engine at one time was used in a 1st touring spider. The next car after yours also in the same vein is 0299 EU and its whereabouts are unknown. Its bodywork should be similar to yours a 3 window Farina coupe. Your car was built in 1953. It's also the first Farina Europa because the one car built before yours, 0295 EU is a Vignale coupe.

Did you find any pictures of your racing 250 at Le Mans? I say it is able to locate one color picture with a friend here.

I hope this has shed a little light on the subject and remain,

With my best regards,

Jean G. Pourret  
9 Rue Gustave Courbet  
Paris 75116, France

Letter from Jess G. Pourret – 1982



Mille Miglia 2010

Massini AG



TO WHOM IT MAY CONCERN

1953 Ferrari 212/250 Europa Coupé Pinin Farina, Chassis 80297 EU

Ferrari chassis number 0297 EU is one of just two examples of the new EU series (the other having the number 0295 EU) and is powered by a 250 Colombo type engine. The chassis is based on the type 212 Europa so these two cars only could well be considered as being interim or pre-production prototype models. Production standards of Ferrari at the time were very limited, with only 18 cars with this Colombo engine being produced between 1953 and 1954, together with the two pre-series models (chassis numbers 0295 EU and 0297 EU).

The original owner of chassis 0297 EU was Torn "Gaetano" Marchese, an American sprint car driver resident in Thiensville (Milwaukee, WI, USA) and close friend of Robert C. Wilke, who was a very special customer of Ferrari in Maranello.

Marcel Massini

Volketswil, 28th August 2013

Massini AG, in der Hohl 12, CH-8004 Volketswil, Switzerland  
Tel. +41 43 395 58 06, Call +41 79 356 22 82, Fax +41 43 395 58 07, marcel@massini.ch

Letter from Marcel Massini – August 2013



Accompanying documentation consists of copies of Virginia US Certificate of title deeds, current original Italian registration papers affirming EEC tax compliance, and FIVA ID Card stating that '0297EU' is an original car retaining its original engine, newspaper articles from 1953, The Brook Stevens display sheet for the 250 Europa and an owner's manual. It must be noted that some of the contemporary registration documents reflect the model 212 Inter and this error in model type identifications can be easily corrected with the copies of the Ferrari archive material (provided to the buyer) showing it as the second 250 Europa produced. This particular Ferrari is an important part of Ferrari history, unique in its own right and very recently newly discovered as a missing link in the Ferrari production car story.

With its attractive Pinin Farina styling and well-documented history, '0297EU' represents an exciting and unique opportunity to acquire a one-off design, 250 bhp V12, short chassis Tipo 250 Europa Ferrari representing a significant stage in the marque's evolution. As such, this highly original car will be of great interest to historians and will command great interest at all shows and events. It is, of course, eligible for all the most prestigious historic motor sports events including the Tour Auto, Mille Miglia, Tour de France, Le Mans Classic, Carrera Panamericana, etc. not forgetting top concours d'élégance venues. We recommend close inspection of this re-discovered prototype Ferrari by any potentially interested parties.

**€750,000 - 950,000**



Mille Miglia 2010





34

## 1953 Cadillac Series 62 Convertible Coupé

Chassis no. 536273698





'The Cadillac is a vehicle manifestly intended to cover long distances at a high cruising speed whilst demanding the absolute minimum of effort from the driver and imposing the smallest possible distraction upon the passengers.' It is abundantly clear from the foregoing that Motor magazine found much to commend in the Series 62 Cadillac when testing Briggs Cunningham's personal car early in 1950. Indeed, a Cunningham-entered Cadillac Coupe De Ville finished 10th at Le Mans that year driven - in lounge suits - by the Collier brothers.

Although the body style featuring GM styling chief Harley Earl's Lockheed P38-inspired tail fins had made its debut the preceding year, 1949 was nonetheless a landmark year for Cadillac, this season's models being the first to benefit from the company's new 5.4-litre, overhead-valve V8. Replacement for Cadillac's long-running 5.7-litre sidevalve unit, the new engine was untypical in having over-square bore/stroke dimensions and, despite the overhead valve gear, managed to be both more compact and lighter than its predecessor. A maximum output of 160bhp meant that 160km/h was within the reach of most models, with comfortable cruising between 130 and 150. Revisions for the succeeding few seasons were chiefly limited to styling changes. Hydraulically operated 'power' windows was a feature of the Convertible and Coupe DeVille by this time, while Hydra-Matic automatic transmission was standardised from 1950 on all Series 62 models. The Series 62 was the larger of the two mainstream Cadillac model lines, being positioned between the 'small' Series 61 and the long-wheelbase Series 75 reserved for the Fleetwood-bodied limousines.

The most expensive model in the Series 62 line-up, this five-seater Convertible Coupe was delivered new in New Jersey, USA. We are advised that it was first registered in 1955 and used until 1963 before being laid-up. The car remained off the road for the next 45 years before being rediscovered in 2008 and partially restored (paint, soft-top, chromed trim) though the magnificent red leather interior was left untouched. Highly original, this beautiful Cadillac soft-top displays a total of only 24,500 miles on the odometer and is described as in generally excellent condition. The car is offered with German registration papers and TÜV.

**€75,000 - 105,000**



35

## 1974 Porsche 911 Carrera 2.7-Litre Targa

Chassis no. 9115610061

Engine no. 6650227





The legendary Porsche RS resulted from the Zuffenhausen factory's realisation that the excess weight of its top-of-the-range 2.4-litre 911S production model restricted its development potential for racing. It was therefore decided to produce and homologate a special lightweight production variant for competition purposes, which would also incorporate, as standard, specific performance enhancements forbidden as post-production modifications. The result was the Carrera RS (RennSport), which featured thinner-gauge metal in its doors, roof, boot lid, floors and even in the gearchange platform. Thinner window glass was provided by Glaverbel and most of the standard sound proofing was removed, while performance modifications included enlarged rear wheel arches to accommodate 7" wide wheel rims, the first of the famous 'duck's tail' spoilers and the newly enlarged, 2.7-litre, 210bhp engine. These alterations resulted in the RS having a top speed of around 240km/h while ensuring that it remained stable and controllable right up to the limit.

When the homologation targets had been met, the lightweight RS was discontinued but the Carrera name continued on Porsche's top-of-the-range model, which in its new, series-production 911 Carrera form mounted the 210bhp engine in a full-weight, fully trimmed bodysell. Otherwise, this new, more civilised Carrera remained mechanically much the same as its competition-orientated progenitor. The Belgian Police - de Rijkswacht - used these Carreras for highway patrol duties in the 1970s.

A rare, matching-numbers, European-specification example of the legendary 2.7 Carrera Targa, chassis number '9115610061' was produced in December 1974 and delivered new to Spain the following year. The famous tail spoiler was an option and its absence from this car only serves to emphasise the understated elegance of the 911 Carrera in unadorned form. Currently displaying a total of circa 160,000 kilometres on the odometer, this 911 benefits from a completely overhaul engine and gearbox, a new clutch and a full service. The car is finished in its original colour scheme of red with black semi-skai interior, the latter still in generally very good condition. Other noteworthy features include a period-correct Blaupunkt radio and original Fuchs wheels. This highly desirable and increasingly collectible early 911 Carrera Targa comes with its original tool kit and tyre compressor, Spanish registration papers and Spanish technical inspection documents since 1988.

**€70,000 - 90,000**





36

***Unique Coachwork by Vesters & Neirinck of Brussels***  
**1949 Austin A125 Sheerline Cabriolet**

Chassis no. DCL 2729

Engine no. ID 4033





Intended by Austin boss Leonard Lord to rival the contemporary Bentley, the luxurious Sheerline and Princess models arrived in 1947 boasting coachwork in the then fashionable 'razor-edge' style, complemented by luxurious wood and leather trimmed interiors. A new Bentley-inspired mascot in the form of a flying 'A' was introduced, and in the Sheerline's case the traditional radiator grille was flanked by a pair of magnificent Lucas P100 headlamps. Unlike Longbridge's up-market models of pre-war days, the newcomers were aimed at the owner-driver rather than the carriage trade, though the coachbuilt (by Austin's newly acquired subsidiary, Vanden Plas) Princess was available as a Touring Limousine with division. A conventional separate-chassis design incorporating independent front suspension and hydraulic brakes, the newcomers were powered by Austin's new 3.5-litre overhead-valve six, though this was soon enlarged to 4.0 litres.

Delivered new to Belgium, this particular Sheerline is unusual in having a coachbuilt body rather than the standard factory item. It was commissioned in 1949 from the famous Belgian coachbuilder Vesters & Neirinck in Brussels by Mr Gillet of the eponymous motorcycle manufacturer Gillet-Herstal. Originally founded in 1920 as Vesters, the Belgian company quickly established a reputation for fine workmanship and stylish design, bodying numerous high-quality makes including Minerva, Rolls-Royce and Bentley. Although its output diminished after WW2, the firm bodied a couple of Delages, a Delahaye and this Austin Sheerline before concentrating on commercial vehicles. The only one of its kind, the Sheerline's Vesters & Neirinck body resembles the work of the French coachbuilder Saoutchick. Its Art Deco style wooden dashboard is particularly worthy of note.

In June 1976 the Austin was exported to France where it was purchased by the current and only second owner in June 1986. Since acquisition the car has been displayed in the owner's 'Musée Automobile des Voitures de Chefs d'États' at the Château de Montjalin, Avallon. It has been partially restored with no expense spared: the engine, carburettor, fuel pump and ignition system being completely overhauled and the brakes, exhaust and whitewall tyres renewed. The body and paintwork are original, untouched and rust free, while the seats have been re-trimmed and the door cards refurbished. Noteworthy interior features include a glass partition between the compartments (hand cranked and in working order) and three seats to the rear with two dividing armrests. We are advised that the car is in generally very good order, though the electrical components do need to be overhauled. With fresh paint and re-plated brightwork, this unique car would be a possible contender for honours at Pebble Beach and represents a potential entry ticket to many other major concours events. It is offered with maintenance instructions and Belgian registration papers dating from 1961.

**€40,000 - 60,000**

**No Reserve**





37

## 1963 Lincoln Continental Presidential Limousine Cabriolet Coachwork by Hess and Eisenhardt (USA)

Chassis no. 3Y82N420576





In 1961, after the election of the 35th President of the United States, John Fitzgerald Kennedy, the White House commissioned a new presidential limousine from the Ford Motor Company's Lincoln division, specifying that the car had to be a convertible and have large doors to enable the President and his entourage maximum ease of access. Accordingly, a new Lincoln Continental limousine chassis was delivered to specialist coachbuilders Hess & Eisenhardt in Cincinnati, Ohio to be stretched, reinforced and modified appropriately. Hess & Eisenhardt were well qualified to carry out the conversion, having built their first presidential limousine for Harry S Truman in the late 1940s and a succession of armour-reinforced vehicles for US presidents and other heads of state thereafter. The Kennedy Lincoln was provided with seven different types of hard top, some of them transparent. Archive photographs held by the 'Musée Automobile des Voitures de Chefs d'État' at the Château de Montjalin, Avallon show the Lincoln in use on numerous trips abroad, mainly in Germany, Ireland and South America. President Kennedy was riding in the car when he was assassinated in Dallas on 22nd November 1963.

The car presented here is an exact copy of the Kennedy Lincoln, the 'Y82' chassis number prefix indicating that it is a series production limousine. It is equipped with grab handles on the boot for bodyguards, Presidential flags on each wing, and flashing red lights (in working condition) on the front bumper. The extended, platform-type rear bumper was restored in 2010, at great expense, by Lecoq of Levallois, Paris. In excellent condition, the paint is dark blue while the two-tone blue leather upholstery and interior folding seats are new.

The United States President Seal is reproduced on both sides of the body and on the floor mats, while other noteworthy features include air conditioning, power windows (in working order), an internal communications system and two hand-operated spotlights located on either side of the windscreen.

The engine, automatic gearbox, brakes and heater have been totally overhauled at great expense and two exhaust pipes re-fabricated (see recent invoices on file). Only 650 kilometres have been covered since the mechanical rebuild and the car is said to drive superbly. We are advised that the chrome is in generally excellent condition and that the body is likewise faultless.

The Lincoln was purchased in Florida in 1985 by its current owner, the founder of the 'Musée automobile des voitures de chefs d'État', and since its acquisition has formed the centrepiece of the collection. It was registered by the owner in 1989 and comes with French Carte Grise de collection, a selection of unpublished period photographs, and a copy of the owner's book about the Presidential Lincoln and Kennedy assassination. A wonderful opportunity to acquire a faithful replica of this historic vehicle on the eve of the 50th anniversary of that momentous event.

**€90,000 - 160,000**



38

*Mille Miglia eligible delivered new to Holland*  
**1953 Austin-Healey 100/4 BN1 Roadster**

Chassis no. BNH/143726

Engine no. 1B/139166





This left-hand drive Austin-Healey 100 was delivered new to the Netherlands' importer R S Stokvis & Zonen in Rotterdam. Dutch registered 'PG-87-06', it is a 1st-series model equipped with the three-speed gearbox with overdrive on 2nd and 3rd gears. In the 1970s the Healey belonged to a young medical student, Mr Etto Van Waning from Arnhem, Netherlands, whose family had owned the car since the 1960s. It is believed that they purchased it from the first or second owner. During his student days, Etto shared accommodation with another young motoring enthusiast, Mr Willem Driessen, who was studying to become airline pilot. Willem Driessen owned an Elva Formula Junior monoposto and the two friends decided to swap cars. So Etto went home with the Elva and Willem went home with the Austin-Healey. Both men later participated in the first Historische Auto Ren Club (HARC) races in Arnhem, Holland in 1976, Willem Driessen often with this Austin-Healey.

Serving at the Leeuwarden airbase and later at Schipol airport, Mr Driessen kept this Austin-Healey, one of four he owned at various times, for many years and in the mid-1980s had the car re-sprayed in its original colour scheme of Ice Blue over white. 'In winter times I had nice warm feet when driving the Healeys,' he later recalled. 'I always enjoyed these cars and they always brought me back home, with or without the exhaust!' Having met a fellow old-car enthusiast on one of his flights, Driessen agreed to swap his car for his Porsche 356 Super 90 Cabriolet. By this time he had owned the 'Big Healey' for around 13 years.

'PG-87-06' remained with its new owner for the next 26 years. Soon after the swap it was partially restored; however, the owner was not happy with the result and in 1997 had it treated to a complete (body-off) restoration by marque specialists Cardol in the Netherlands. New alloy panels were used during the rebuild (see photographic record on file). Subsequently the car was stored at the premises of a classic car specialist where, quite by chance, Willem Driessen happened to see it and recognised it as the one he had owned during the 1970s and '80s. Still resident in the Netherlands after 60 years, the Healey is presented today in 1st class condition and offered with BMIHT certificate and Dutch registration papers.

**€85,000 - 105,000**

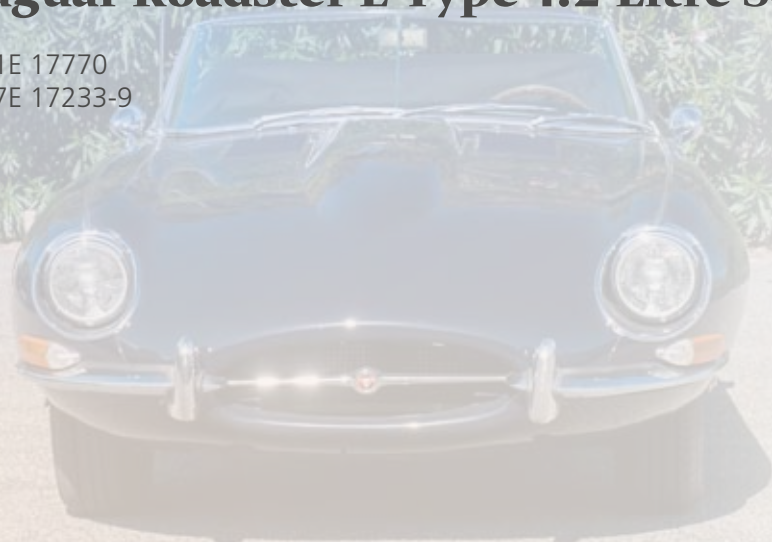




39

## 1968 Jaguar Roadster E-Type 4.2-Litre Series 2

Chassis no. 1E 17770  
Engine no. 7E 17233-9





The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements.

These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 240km/h remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase.

Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space and optional Borg-Warner automatic transmission.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

This E-Type roadster comes with Jaguar Heritage certificate confirming matching chassis/engine numbers and stating that it was manufactured as a left-hand drive open two-seater and despatched to Jaguar Cars, New York in June 1968. The original finish is recorded as dark blue with matching interior trim and soft-top, the same as it is today. Its first owner was one J Loyd Parker of Fort Worth, Texas. The car returned to Europe circa 1990 and in 2008 was acquired by the last owner in Italy. A believed-genuine total of circa 68,000 miles is recorded on the odometer and the car is described as in generally good condition. Accompanying documentation consists of the aforementioned Jaguar Heritage certificate and Italian registration papers (the car has been de-registered for export).

**€70,000 - 80,000**



40

*One owner from new*

## 1994 Porsche 911 Type 964 Carrera RS 3.8-Litre Coupé

Chassis no. WPOZZZ967PS497129

Engine no. 62P85642





The exciting car offered here is an example of one of the rarest of Porsche 911 Type 964 variants, the Carrera RS with 3.8-litre engine, which was produced in limited numbers towards the end of the production run, only 55 being made.

Representing a major step forward in the development of Porsche's perennial 911, the Carrera 4 and Carrera 2 ('Type 964' in factory parlance) had been launched in 1989, 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, top speed increasing to 267km/h with 100km/h attainable in 5.4 seconds.

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1992 Porsche introduced a Type 964 Carrera RS, which was a lightweight variant like its illustrious forebears. It was based on the 'Carrera Cup' competition car and sold in the European market only. 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 RSR competition version.

Delivered new in Germany, this Carrera RS 3.8 has covered 139,500 kilometres from new in the hands of its original owner. We are advised that the engine was overhauled by Porsche Stuttgart in 1996 at 57,500 kilometres (bill on file) and that the car also benefits from a new battery, wheel bearing and front/rear brakes. The most recent service was carried out in December 2012. Still resident in Germany and retaining its original colour scheme of Polar Silver metallic, this exciting Carrera RS 3.8 represents a wonderful opportunity to acquire a late, air-cooled, 2nd generation Type 964 limited edition model, only 55 of which were made. The car comes complete with owner's wallet, handbook and tool kit, and is offered with German registration papers. A spare trunk hood and a second set of Speedline wheels complete with tyres is included in the sale.

**€180,000 - 200,000**



**41**

*Formerly the property of Philippe Charboneaux*

## **1924 Cottin-Desgouttes 12hp Type M Torpedo**

Chassis no. 15317





Previously an engineer with Berliet, Pierre Desgouttes built his first automobile in 1904 and at the beginning of 1906 went into partnership with wealthy industrialist Cyrille Cottin, founding Automobiles Cottin et Desgouttes. Cottin-Desgouttes became admired both for its productivity and technical innovation, being among the first manufacturers to adopt monobloc engines, in-unit gearboxes and 'Hotchkiss drive' transmission. Active participation in competitions and a number of notable successes helped enhance the newly formed company's reputation still further.

After the Great War's end, Cottin-Desgouttes returned to the manufacture of predominantly large luxury cars and in 1922 added an all-new medium size 12hp model to the range: the Type M. A technological tour de force, the Type M featured a four-cylinder, overhead-valve engine incorporating a five-bearing, counterbalanced crankshaft; three valves per cylinder; dual coil/magneto ignition; and four-wheel brakes, a specification that placed it head and shoulders above its rivals.

This Type M previously formed part of the famous Musée Automobile de Reims collection belonging to the late Philippe Charbonneaux (now the Musée Automobile Reims Champagne). Successfully test driven in August 2013 after a period of 15 years of storage, the car is described as in generally very good condition and in running order. It is offered with Charbonneaux ownership documentation, photographs showing the car at the Reims museum and FFVE papers.

**€40,000 - 60,000**



**42**

## **1972 Porsche 911T/E 2.4-Litre Coupé**

Chassis no. 911 2101463





This Porsche 911 was delivered new on 30th May 1972 to Mr Dennis Roach in Beverly Hills, California. Mr Roach drove his Porsche 14,507 miles before selling it on 2nd May 1973 to Mr Ralph Richard Heppe and his wife Patricia of Pasadena, California. The Heppes carefully maintained their Porsche and owned it until 1994. Richard Heppe kept a record of his beloved car for 19 years, making a note of the cost and mileage every time he filled it with fuel. He also recorded servicing details such as the change of winter screen wash fluid, replacement of batteries, replacement of tyres - everything. He always wrote a short resume of every service and for most of this work there is an invoice on file.

In March 1975, he encountered a problem with the speedometer, which was replaced under warranty at 21,600 miles. On 22nd July 1994, the Heppes sold their beloved Porsche to Mr and Mrs Jace and Cary Stone of San Pedro, California who continued to maintain it regularly.

On 29th August 1997, the car was imported into the UK by its new owner Mr Gaetan Rambouts and then sold to Mr Peter Carr before ending up with the current owner in Luxembourg. This 911 comes with its original tool kit, radio instruction manual, service booklet, numerous maintenance invoices, Carte Grise, roadworthiness certificate and Mr Heppe's fascinating little logbook.

Finished in Sepia Brown with black leather interior, it has never been restored and is described by the private vendor as completely original and in generally very good condition.

A rare opportunity to acquire an original and unmolested 911 with a well-documented history.

**€55,000 - 75,000**



43

*Original left hand-drive*

**1960 Rolls-Royce Phantom V Limousine**

**Coachwork by Park Ward Ltd**

Chassis no. 5LAT66

Engine no. PV83A





Introduced in the autumn of 1959 on the Silver Cloud II and Bentley S2, Rolls-Royce's all-new V8 engine was also used to power a new limousine model: the long-wheelbase Phantom V, which effectively replaced both the Phantom IV and the Silver Wraith. Built on a much-modified and strengthened Silver Cloud II chassis, the new Phantom measured over 6 metres in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space. A lower final drive ratio ensured that while top speed was a little down on that of its stable-mates, the new Phantom could all but match them for acceleration.

Representing the last word in motoring luxury in its day, this elegant Phantom V limousine has had only three owners from new. A matching-numbers example, the car was delivered new on 21st January 1961 to Mr Fred Pomerantz of Park Avenue, New York, with ownership being transferred to Mr Pomerantz's ladies clothing company, Leslie Fay Inc, in August 1965. The last owner bought the Phantom V from Leslie Fay in November 2004 and imported it into Belgium. Almost directly after purchase, the car was completely overhauled except for the nicely patinated original interior. The body was completely dismantled and restored at a cost of over €40,000 and the mechanicals likewise were fully overhauled. There are invoices available showing that over €15,000 was spent on a new braking system, radiator, suspension, automatic transmission overhaul, etc, etc.

Driven only occasionally since completion, the Phantom is offered with restoration photographs; a full Rolls-Royce factory production file; invoices for restoration and servicing from 2004 onwards; Belgian registration papers; and valid technical inspection document.  
**€70,000 - 90,000**



**44**

***One of only 406 examples produced***  
**1980 Porsche 924 Carrera GT Coupé**

Chassis no. WPOZZZ93ZBN700174

Engine no. 31500392





This Porsche 924 Carrera GT comes with Porsche Certificate of Authenticity confirming that the chassis, engine and gearbox numbers match. The car was delivered new in Madrid, Spain by the official importer in December 1980.

First registered on 23rd January 1981, it retains its original Spanish registration number 'M-3040ED'. The car remained with the original owner until May 1986 when it was bought by a private collector who sold it to the current vendor in December 2011. The car has always resided in Madrid, which has a very dry climate, and is totally free of any rust. It is also accident free and structurally undamaged. The accompanying Spanish technical inspection document records the odometer reading on 23rd November 2011 as 86,940 kilometres, since when the car has been driven a further 1,700 kilometres approximately. There is only one stamp (the importer's) in the service booklet but the car does come with some subsequent service invoices issued by the official Porsche centre in Madrid.

This car has been subject to a comprehensive mechanical overhaul by Talleres Baltasar e Hijos SL, the leading independent Porsche specialist in Spain, full details of which are available. The bodywork and interior were both in very good condition so it was decided to treat them to a thorough clean, rather than full restoration, in order to preserve the pleasing patina of this 33-year-old car. Accompanying bills for this most extensive renovation total in excess of €12,000.

The car comes with correct Fuchs 16" wheels in perfect condition, statutory air conditioning and the full set of original keys including a blank, two for glove compartment and the antenna key. Of course, it also comes with the original instruction manual and service booklet – a rare opportunity of acquiring an unmolested Carrera GT.

**€45,000 - 65,000**





45

***Delivered new to Belgium***

# **1969 Rolls-Royce Silver Shadow Coupé Coachwork by H J Mulliner, Park Ward Ltd**

Chassis no. CRX 7635

Engine no. CRX 7635

This rare European specification Silver Shadow Coupé (a two-door saloon in factory parlance) was originally ordered for use in Belgium and purchased new from Garage Novarobel SA in Brussels by Mr Francis Patriot, a true motoring enthusiast who used to participate in the 24 hours of Spa-Francorchamps driving a Citroën. The Rolls-Royce was always dry stored at his second home in Spa before being sold in 1981 to a Belgian Professor, Ludo Schellens, in Leuven. After approximately ten years the car was sold again, on this occasion to Garage Tombeke in Antwerp where it remained in storage for several years.

In 2009 the Rolls-Royce was bought by the last owner who re-commissioned it, though the car needed a lot of work to get it back on the road. The complete braking system was renewed, the engine and gearbox overhauled, ancillary drive belts replaced, a new starter motor fitted, and general servicing carried out (see parts invoices on file). The body has been freshly repainted in its original Seychelles Blue livery, the doors, hood and boot lid being removed to facilitate the process. The nicely patinated original grey leather interior was left untouched. Proprietor of a modern car dealership, the owner had the work carried out by his own mechanics so there are no invoices for labour.



Currently displaying a believed-correct total of circa 131,000 kilometres on the odometer, the car has not been registered since 1981 when Professor Schellens was the owner. Boasting a nice colour combination and still representing very good value for money, this exclusive Silver Shadow coupé comes complete with tool kit and is offered with Belgian registration papers and copies of the original sales invoice, warranty document and factory build sheets.

**€24,000 - 28,000**





46

## 1966 Alfa Romeo Duetto Spider Coachwork by Pininfarina

Chassis no. AR661863

'A true sports car of impeccable manners and considerable performance.' – Motor Sport on the Alfa Romeo Duetto, 1967.

A modern classic by Pininfarina, the simple yet elegant spider bodywork premiered on the 1966 Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. Under the skin, the Duetto's mechanicals were essentially those of the 105-Series Giulia saloon, with independent front suspension, coil-suspended live rear axle and four-wheel disc brakes. The power unit was the 1.6-litre, 109bhp version of Alfa's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 100km/h reachable in around 11 seconds and a top speed of 185km/h. The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate*, but was produced for only two years before being superseded by the '1750' Spider Veloce in 1967.



This early example of Alfa Romeo's classic Duetto spider has been in the current owner's possession since May 2005. Finished in red with black interior, the latter completely renewed, the car is described as in generally very good condition, the engine running well, and is offered with German registration papers and TÜV.

**€25,000 - 30,000**



# ZOUTE GRAND PRIX

10-13 OCTOBER 2013







# ZOUTE CONCOURS D'ELEGANCE

13 OCTOBER 2013



  
**ROLEX**  
Bonhams








BANGLE BANK  
DEGROOF  
  
KNOKKE-HEIST

  
**Ruinart**  
FLEET.TV  
TRADING ZONE

  
**SAMSUNG**  
Interparking

  
**ASL**  
getuigde job services  
ACCENT.JOBS

  
**RR**  
RIVER WOODS  
SOUTH-EASTERN SUPPLIES

         [www.zoutegrandprix.be](http://www.zoutegrandprix.be)







Le Haras des Éternelles  
Services à l'automobiliste

VOTRE VOITURE EST UNIQUE, ELLE MERITE MIEUX QU'UN PARKING...  
... CONFIEZ LA AU HARAS DES ETERNELLES :  
CONCIERGERIE PRIVEE POUR VEHICULES D'EXCEPTION



Le Haras des Eternelles  
Riviera - Paris - Luxembourg

Tél: +33.4.93.56.79.07 - Fax: +33.9.72.15.54.85 - [contact@lhde.fr](mailto:contact@lhde.fr) - [www.lhde.fr](http://www.lhde.fr)





# Bonhams

## Contemporary Art

Wednesday 16 October 2013 at 4pm  
New Bond Street, London

+44 (0) 207 468 5837  
[giacomo.balsamo@bonhams.com](mailto:giacomo.balsamo@bonhams.com)

**Jean-Michel Basquiat (1960-1988)**

*Untitled*, 1982 (detail)

oil stick on paper

76.2 by 45.7 cm. (30 by 18 in.)

This work is accompanied by a photo-certificate of authenticity  
issued by the *Estate of Jean-Michel Basquiat*, New York.

£800,000 - 1,200,000

**A VERY RARE IMPERIAL GILT-BRONZE  
'ELEPHANT' HAT STAND**

Qianlong (1736-1795)  
49cm (19 1/4in) high  
£80,000 - 120,000

**CONTACT**

+44 (0) 207 468 8248  
chinese@bonhams.com

**VIEWING**

3 - 6 November  
101 New Bond Street  
London



# Bonhams

LONDON

**FINE CHINESE ART**

New Bond Street  
Thursday 7 November at 10am

[bonhams.com/chinese](http://bonhams.com/chinese)





# Bonhams

## Modern Sporting Guns, Rifles & Vintage Firearms

Wednesday 4 December 2013  
Knightsbridge, London

Entries now invited

Closing date for entries  
Friday 18 October

A fine Sinclair-engraved .375 (H&H Mag  
Belted Rimless) : .300 (H&H Mag  
Belted Rimless) sidelock ejector rifle  
by J. Purdey & Sons, no. 28998  
Sold £49,250

+44 (0) 20 7393 3815  
patrick.hawes@bonhams.com

*International Auctioneers and Valuers - [bonhams.com/guns](http://bonhams.com/guns)*



## Preserving the Automobile

**An Auction at the Simeone Automotive Museum**

**Monday 7 October**

**Motorcars at 2:30pm**

**Automobilia at 9:30am**

**Philadelphia, Pennsylvania**



**Viewing**  
October 5-7

**For further information, please contact:**

+1 212 461 6514, East Coast

+1 415 503 3285, West Coast

[motors.us@bonhams.com](mailto:motors.us@bonhams.com)

**Above:**

**1934 Aston Martin 1½-Litre Mark II 2/4 Seater**

**Left:**

**1964 Ferrari 330 GT 2+2**

**Without reserve**



**1903 CLEMENT-TALBOT, 18HP,  
REAR-ENTRANCE TONNEAU  
COACHWORK BY ROTHSCHILD**

*Estimate: £350,000 - £450,000*

*Originally the property of Julius Drew  
of Wadhurst Hall and subsequently in  
the Sears family ownership since 1936.*

**CONTACT**

+44 (0) 20 7468 5801  
ukcars@bonhams.com

Last call for entries,  
please contact the  
Bonhams motoring team.

**CATALOGUE**

+44 (0) 1666 502 200  
subscriptions@bonhams.com



# Bonhams

LONDON

**LONDON TO BRIGHTON VETERAN CAR RUN SALE**

New Bond Street  
Friday 1 November 2013

[bonhams.com/cars](http://bonhams.com/cars)

**THE DICK SKIPWORTH COLLECTION  
OF ECURIE ECOSSE MOTOR CARS**

1952 Jaguar XK120  
1953 Jaguar C-Type  
1956 Jaguar D-Type  
1959 Tojeiro-Jaguar  
1960 Cooper T49 Monaco  
1961 Austin-Healey 'Sebring' Sprite  
1962 Tojeiro-Buick  
1959 Commer *Ecurie Ecosse* Transporter

The Bonhams 2013 December Sale moves to the magnificent new flagship salerooms at our London New Bond Street headquarters.

**CONTACT**

+44 (0) 20 7468 5801  
[ukcars@bonhams.com](mailto:ukcars@bonhams.com)

Further entries are now invited, please contact the Bonhams motoring team.



# Bonhams

LONDON

**THE DECEMBER SALE**

New Bond Street  
Sunday 1 December 2013

[bonhams.com/cars](http://bonhams.com/cars)



**EARLY CONSIGNMENTS  
NOW INVITED**

# Bonhams

LES GRANDES MARQUES  
DU MONDE

AU

## GRAND PALAIS



**Exceptional Motor Cars,  
Motorcycles and Automobilia**

**Paris, France  
Thursday 6 February 2014**

Bonhams at the Grand Palais 2014.  
Classic motor cars, motorcycles and  
watches.

Following the spectacular auction at the  
Grand Palais in 2013, Bonhams is delighted  
to announce its return to this magical venue  
steeped in automotive history. Bonhams  
will be holding a sale of exceptional motor  
cars, motorcycles and automobilia.

Selected entries are now invited for what  
promises to be a truly memorable event.

*Formerly from the Jerry J. Moore Collection*  
1928 Rolls Royce 'Playboy Roadster'  
Sold for €287,500

*One owner from new*  
1962 Aston Martin DB4 DHC Vantage LHD  
Sold for €805,000

**Enquiries**  
Europe  
+32 (0) 476 879 471  
eurocars@bonhams.com

UK  
+44 (0) 20 7447 7440  
ukcars@bonhams.com



1938 Lancia Astura 4e Série Cabriolet  
Coachwork by Carrozzeria Boneschi  
Sold for €667,000



*ex-Ettore Bugatti*  
1938 Bugatti Type 57C Spezial Coupé  
Sold for €690,000



1938 Mercedes-Benz 540K cabriolet  
Coachwork by Vanden Plas  
Sold for €672,750

International Auctioneers and Valuers – [bonhams.com/cars](http://bonhams.com/cars)

Supported by  
EFG  International

# General Conditions

The text below is a free translation of the Algemene voorwaarden in Dutch. If there is a difference between the English version and the Dutch version of the conditions of sale, the English version will take precedence.

Any reference in these general conditions to "Bonhams" will be deemed a reference to Bonhams 1793 Ltd (hereinafter referred to as "Bonhams").

Bonhams acts as an agent of the vendor. The sales contract for the item auctioned publicly is agreed between the vendor and Buyer. The relationship between Bonhams and the Buyer is subject to these general conditions, as well as Important Information For Buyers and Sellers appended to this same catalogue. Bonhams will not be held liable for breaches committed by the vendor or Buyer.

## Definitions of the words and expressions used in the general conditions

In these General Conditions, the following terms and expressions will have the meaning indicated below:

- **"Acquirer" or "Buyer" or "Winning bidder"**: the person who makes the last bid, and to whom a Lot is awarded by the authorised auctioneer.
- **"Auctioneer" or "Authorised auctioneer"**: the representative of Bonhams 1793 Ltd who is authorised to conduct the auction.
- **"Bidder"** the party who bids during an auction sale or bidding, through an intermediary or representative of Bonhams 1793 Ltd.
- **"Lot"**: any item (goods or motor vehicles) included in the catalogue, or the list of added Lots, which are on view and to be presented for auction.
- **"Auction price" or "Hammer price"**: the price, excluding costs, given in the currency in which the sale takes place, at which a Lot is awarded by the authorised auctioneer to the Buyer.
- **"Reserve Price"**: the minimum price at which a Lot may be sold, as agreed between Bonhams and the Vendor.

Any Lot marked by the symbol (#) indicates that Bonhams has a financial interest in the Lot.

## Condition of Lots

- Bonhams advises bidders to carefully examine the Lots on which they are interested in bidding prior to the auction. "Condition reports" on the condition of Lots are available on request from the relevant department.

- All information on the condition of a Lot in catalogue descriptions or **"condition reports"**, as well as any oral declaration, is the expression of an opinion only. References in the catalogue description or condition reports regarding the condition of a Lot and its restoration or accident history, are given in order to draw the Buyers attention to these points.

- The condition of a Lot may vary between the time it is described in the catalogue and the time it is put on sale. Any material variation shall be announced at the time of sale.

## Auctions

- Any party wishing to bid before the sale must fill in a Bonhams bidder registration form. They must also present an official piece of identification, and address confirmation. The duly completed form, signed and dated, will be submitted to Bonhams before the sale commences, and a registration number will be assigned to each potential bidder.

- All bidders will be considered and assumed to be acting on their own behalf unless, before the sale, it has been expressly brought to the attention of Bonhams, in writing, that they are acting on behalf of a third party, and this third party has been approved by Bonhams. In this event both parties will be deemed by Bonhams jointly liable.

- Anyone who bids at the auction is understood to have read and accepted the conditions of sale.

- The sale shall take place in Dutch, which is the official legal language of the sale.

- Auctions are held in Euros. Conversions to different currencies displayed on an electronic board may be slightly different from the legal rate. Bonhams rejects any liability in the event of any malfunction or incorrect display. Only the amount of the last bid, as expressed by the auctioneer, must be taken into account.

- Bonhams reserves the right, at its entire discretion, to refuse participation in its auctions to any person.

- Estimates given by Bonhams are indicative in nature, and may not be deemed any guarantee of the auction price.

- If a reserve price has been fixed, the authorised auctioneer reserves the right to make bids on behalf of the vendor until the reserve price is reached.

- Bonhams may not be held liable in the event of sale of a Lot for which no reserve price has been established for a sum lower than that estimated.

- Bidding will be at the entire discretion of the auctioneer.

## Absentee bids

- Bonhams gives potential Buyers not attending the sale the option of making a telephone or absentee bid. For this purpose, forms are available on site and appended to the catalogue.

- Bonhams will not be liable for a failure or error in the execution of an absentee bid request. This option is merely a service provided free of charge to the potential Buyer.

- Where two identical absentee bids are received, the first bid received will take precedence.

- Bonhams will not be liable if the telephone connection fails for technical reasons, or an error or omission is made when executing your bid.

## Incidents affecting the sale

- We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any Lot, to combine two or more Lots, to withdraw any Lot from a Sale and, before the Sale has been closed, to put up any Lot for auction again. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion.



## Sale

- Sales are finalised once the auctioneer has struck his Hammer and pronounced the word "toegewezen" ("sold").
- If the reserve price has not been met, the Lot will be finalised by the strike of a Hammer.

- On the fall of the Hammer, the Buyer must show the auctioneer the number allotted to them.

- After the sale, all risks pertaining to the Lot shall be transferred to the Buyer in full, unreservedly. It is the responsibility of the Buyer to have purchases insured. Bonhams rejects any liability for damage that the Buyer may suffer between the moment of sale and removal of the Lot in the event of breach of this requirement by the Buyer.

## Payment

- In addition to the Hammer price the Buyer agrees to pay Bonhams:
- A Buyer's Premium of 15% of the Hammer Price on each vehicle together with TVA at the standard rate.
- Additional costs or special taxes may be owed on certain Lots, on top of usual fees and taxes. This will be indicated in the sale catalogue or by an announcement made at the time of sale by the auctioneer.
- The Buyer must immediately pay the total purchase price, comprising the sale price and applicable fees and taxes.
- Bonhams reserves the right to retain Lots sold until full payment and effective encashment of the sales price, plus applicable fees and taxes.
- Payment may be made in cash up to a maximum of €3,000; by debit card subject to a surcharge of 3% on the total, if not issued by a Belgium bank; by credit card, subject to a surcharge of 3% on the total, and by bank transfers in euros. (See also Important Information For Buyers and Sellers).

## Symbols beside Lot numbers:

- † TVA at the prevailing rate on Hammer Price and Buyer's Premium
- Ω TVA on imported items at the prevailing rate on Hammer Price and Buyer's Premium
- \* TVA on imported items at a preferential rate of 6% on Hammer Price and the prevailing rate on Buyer's Premium

The prevailing rate of TVA at the time of going to press is 21% but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

## Collectors cars

- The Buyer of a vehicle must carry out all necessary formalities, of any type whatsoever, to use it on public highways, pursuant to legislation in force. The winning bidder is presumed to be aware of this legislation, and under no circumstances may Bonhams be held liable for failure by the winning bidder to respect said formalities.
- It is the responsibility of the Buyer to inspect, before the sale, documents relating to the car they wish to purchase, in particular technical inspections and road documents.
- The mileage referred to in the description corresponds to that on the meter, and may not guarantee the real distance travelled by vehicles. Bonhams will not be liable if there is a discrepancy between the two.
- The year announced in the description of each Lot corresponds to the year on the road documents.

## Exporting Lots

- Temporary import: vehicles preceded by the symbol (Ω) or (\*) beside the Lot number have been submitted by owners from outside the EU. Buyers must pay applicable TVA on top of their bids, which may be reimbursed to Buyers from outside the EU on presentation of export documents, received within three months of the sale date.

## Export licence

- The application for a certificate for cultural items with a view to their free circulation outside Belgian territory (export licence) or any other administrative documents does not affect the payment obligation incumbent on the Buyer.

## Copyright

- Bonhams holds reproduction rights for its catalogue. No reproduction is authorised without the written authorisation of Bonhams.
- Bonhams has, in its capacity as a public sales auction, a waiver in respect of the reproduction of works of art in its sale catalogue, even if the right of reproduction is not within the public domain.
- Pursuant to the literary and artistic property law, the sale of a work does not imply transfer of the right of reproduction and representation of the work.

## Law and jurisdictional competence

- This Agreement, any claim, dispute or difference concerning and any matter arising from, will be governed by and construed in accordance with English law.
- Each Party irrevocably agrees that the Courts of England will have exclusive jurisdiction in relation to any claim, dispute or difference concerning this Agreement and any matter arising from it save that Bonhams may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction.
- You irrevocably waive any right that you may have to object to an action being brought in the Courts of England or any other jurisdiction that Bonhams brings proceedings against you further to the preceding clause above, to claim that the action has been brought in an inconvenient forum or to claim that those courts do not have jurisdiction.
- The clauses in these general conditions are independent from each other. The nullity of one clause will not give rise to the nullity of another.
- Only the English version of these general conditions has legal force. Any version in another language will be deemed merely ancillary.

# Algemene voorwaarden

De onderstaande tekst is een vrije vertaling van de Algemene voorwaarden in het Engels. Indien er verschillen zijn tussen de Engelse versie en de Nederlandse versie van de verkoopvoorwaarden dan is de Engelse versie beslissend.

Ieder verwijzing in deze algemene voorwaarden naar "Bonhams" wordt geacht een verwijzing te zijn naar Bonhams 1793 Ltd. (hierna "Bonhams").

Bonhams treedt op als agent van de verkoper. Het verkoopcontract voor het object dat publiekelijk wordt geveild is overeengekomen tussen de verkoper en de koper. De relatie tussen Bonhams en de koper is onderhevig aan deze algemene voorwaarden evenals aan de Belangrijke informatie voor kopers en verkopers die als bijlage is bijgevoegd bij deze catalogus. Bonhams is niet aansprakelijk voor inbreuk door de verkoper of de koper.

## Definities van de woorden en uitdrukkingen die gebruikt worden in de algemene voorwaarden

In deze algemene voorwaarden hebben de volgende termen en uitdrukkingen de onderstaande betekenis:

- "Verkrijger" of "koper" of "winnende bidder": de persoon die het laatste bod doet en aan wie door de gemachtigde veilingmeester een kavel wordt toegewezen.

- "Veilingmeester" of "gemachtigde veilingmeester": de vertegenwoordiger van Bonhams 1793 Ltd. die gemachtigd is om de veiling te leiden.

- "Bieder" is de partij die tijdens een veilingverkoop of tijdens het bieden een bod uitbrengt. Dit kan ook gebeuren door middel van een tussenpersoon of door middel van een vertegenwoordiger van Bonhams 1793 Ltd.

- "Kavel": ieder object (goederen of motorvoertuigen) die zijn opgenomen in de catalogus of de lijst van toegevoegde kavels, die bezichtigd kunnen worden en die gepresenteerd worden voor de veiling.

- "Veilingprijs" of de "hamerprijs": de prijs, exclusief kosten, gegeven in de valuta waarin de veiling wordt gehouden en waartegen een kavel door de gemachtigde veilingmeester aan de bidder wordt toegekend.

- "Limietprijs": de minimum prijs waarvoor een kavel verkocht mag worden als overeengekomen tussen Bonhams en de verkoper.

Ieder kavel dat gemerkt is met een (#) symbool geeft aan dat Bonhams een financieel belang heeft bij dit kavel.

## Conditie van de kavels

- Bonhams adviseert bidders om de kavels waarop zij willen bieden voorafgaand aan de veiling zorgvuldig te inspecteren. "Conditierapporten" over de conditie van de kavels zijn op verzoek beschikbaar van de relevante afdeling.

- Alle informatie over de conditie van een kavel in de beschrijving in de catalogus of de "conditierapporten", evenals mondelinge verklaringen zijn uitsluitend een uitdrukking van een mening. Verwijzingen in de catalogusbeschrijving of conditierapporten ten aanzien van de conditie van een kavel en de restauratie- of ongevallengeschiedenis worden enkel gegeven om de aandacht van de koper op deze bijzonderheden te vestigen.

- De conditie van een kavel kan variëren tussen de tijd waarop het wordt beschreven in de catalogus en de tijd dat het ter verkoop wordt aangeboden. Iedere belangrijke variatie zal op het moment van verkoop worden vermeld.

## Veilingen

- Iedere partij die voorafgaand aan de verkoop een bod uit wil brengen dient een registratieformulier van Bonhams voor bidders in te vullen. Zij dienen tevens een officieel legitimatiebewijs en een bewijs van adres te overleggen. Het naar behoren ingevulde formulier moet ondertekend en gedateerd worden ingeleverd bij Bonhams voordat de verkoop begint en iedere mogelijke bidder zal een registratienummer ontvangen.

- Alle bidders worden verondersteld en zullen geacht worden op persoonlijke titel te bieden tenzij voorafgaand aan de verkoop uitdrukkelijk aan Bonhams schriftelijk bekend is gemaakt dat zij optreden namens een derde en deze derde door Bonhams is goedgekeurd. In dat geval zullen beide partijen hoofdelijk en gezamenlijk aansprakelijk worden gehouden door Bonhams.

- Iedereen die tijdens de veiling een bod uitbrengt wordt geacht de verkoopvoorwaarden gelezen en geaccepteerd te hebben.

- De verkoop zal plaatsvinden in het Nederlands, dat de officiële, wettelijke taal van de verkoop is.

- Veilingen worden gehouden in euro's. De omrekeningskoersen naar andere valuta die op een elektronisch bord worden weergegeven kunnen enigszins afwijken van de wettelijk vastgestelde omrekeningskoersen. Bonhams wijst alle aansprakelijkheid af in geval van een storing of een onjuiste weergave. Alleen het bedrag van het laatste bod als vermeld door de veilingmeester geldt als beslissend.

- Bonhams behoudt zich het recht voor om geheel naar eigen inzicht de deelname door een persoon aan een van zijn veilingen te weigeren.

- Taxaties die door Bonhams worden verstrekt zijn alleen indicatief en mogen niet worden beschouwd als een gegarandeerde veilingprijs.

- Indien een limietprijs is vastgesteld dan behoudt de gemachtigde veilingmeester zich het recht voor om een bod te doen namens de verkoper tot de limietprijs bereikt is.

- Bonhams is niet aansprakelijk indien een kavel waarvoor geen limietprijs is vastgesteld verkocht wordt voor een bedrag dat lager is dan het getaxeerde bedrag.

- Het bieden geschiedt geheel naar goeddunken van de veilingmeester.

## Bieden bij afwezigheid

- Bonhams biedt kopers die niet aanwezig kunnen zijn bij de veiling de mogelijkheid om per telefoon een bod uit te brengen of een bod uit te brengen bij afwezigheid. Hiervoor zijn formulieren beschikbaar op de locatie en ook bijgevoegd bij de catalogus.

- Bonhams is niet aansprakelijk voor een verzuim of een fout bij de uitvoering van verzoek om een bod bij afwezigheid. Deze mogelijkheid is uitsluitend een dienstverlening die gratis wordt aangeboden aan de potentiële koper.

- Waar twee gelijke biedingen bij afwezigheid worden ontvangen, zal het eerst ontvangen bod voorrang krijgen.

- Bonhams is niet aansprakelijk indien de telefoonverbinding niet werkt door een technische storing, of indien er een fout of een omissie optreedt bij het uitbrengen van uw bod.

## Incidenten die de verkoop beïnvloeden

- Wij kunnen geheel naar eigen inzicht een bod weigeren, een bod verhogen met een bedrag dat wij juist achten, een kavel opsplitsen, twee of meer kavels combineren, een kavel terugtrekken uit een verkoop en voordat de verkoop gesloten is ieder kavel opnieuw ter veiling aanbieden. De koper zal de bidder zijn die het hoogste bod doet dat acceptabel is voor de veilingmeester voor ieder kavel (onderhevig aan een eventuele limietprijs) voor wie het kavel wordt toegewezen door de veilingmeester na het vallen van de hamer van de veilingmeester. Ieder dispuut over het hoogste geaccepteerde bod wordt geheel naar eigen inzicht beslist door de veilingmeester.



## Verkoop

- De verkoop is gedaan op het moment dat de veilingmeester zijn hamer laat vallen en het woord "toegewezen" zegt.

- Indien de limietprijs niet gehaald is zal het kavel per hamerslag worden afgeslagen.

- Na het vallen van de hamer dient de koper de veilingmeester het aan hem/haar toegekende nummer te tonen.

- Na de verkoop zal alle risico met betrekking tot het kavel volledig en zonder voorbehoud overgaan op de koper. Het is de verantwoordelijkheid van de koper om het gekochte te verzekeren. Bonhams wijst alle aansprakelijkheid van de hand voor schade die de koper op kan lopen vanaf het moment van de verkoop tot de verwijdering van het kavel in het geval dat de koper geen gehoor geeft aan deze bepaling.

## Betaling

- De koper komt overeen om Bonhams bovenop de hamerprijs het volgende te betalen:

- Een opgeld van 15% van de hamerprijs voor ieder voertuig samen met de BTW tegen het vastgestelde tarief.

- Voor bepaalde kavels kunnen extra kosten of speciale belastingen verschuldigd bovenop de gewone vergoedingen en belastingen. Dit zal worden aangegeven in de verkoopcatalogus of door middel van een aankondiging op het moment van verkoop door de veilingmeester.

- De koper dient onmiddellijk de totale aankoopprijs te voldoen die bestaat uit de verkoopprijs en de toepasselijke opgeldden en belastingen.

- Bonhams behoudt zich het recht voor om verkochte kavels terug te houden tot de volledige en effectieve betaling van de verkoopprijs, vermeerderd met de toepasselijke opgeldden en belastingen, heeft plaatsgevonden.

- Betaling kan gedaan worden met contant geld tot een maximum van € 3000; door middel van een debetkaart, onderhevig aan een toeslag van 3% op het totaal indien niet uitgegeven door een Belgische bank; door middel van een creditcard, onderhevig aan een toeslag van 3% van het totaal, of door middel van een bankoverschrijving in Euro. (Zie ook Belangrijke informatie voor kopers en verkopers).

## Symbolen naast de kavelnummers:

- † BTW tegen het geldige tarief op de hamerprijs en het opgeld
- Ω BTW op geïmporteerde kavels tegen het geldige tarief op de hamerprijs en het opgeld
- \* BTW op geïmporteerde kavels tegen een voorkeurstarief van 6% op de hamerprijs en tegen het geldige tarief op het opgeld

Het momenteel geldige BTW -tarief op het moment van ter perse gaan is 21% maar is onderhevig aan wijziging door de overheid en het te betalen tarief zal het tarief zijn dat geldig is op de dag van aankoop.

## Auto's voor verzamelaars

- De koper dient alle vereiste formaliteiten te vervullen van welke aard dan ook die op dat moment wettelijk van kracht zijn om gebruik te maken van het gekochte op de openbare weg. De winnende bieder wordt verondersteld bekend te zijn met de toepasselijke wetgeving en Bonhams is onder geen enkele omstandigheden aansprakelijk voor nalatigheid door de winnende bieder zich aan de genoemde formaliteiten te houden.

- Het is de verantwoordelijkheid van de koper om voorafgaand aan de verkoop de documenten te inspecteren van de auto die zij wensen te kopen, met name de technische inspecties en de registratiedocumenten.

- Het aantal gereden kilometers in de beschrijving komt overeen met het aantal op de kilometerteller en biedt geen garantie van het werkelijk aantal met de auto gereden kilometers. Bonhams accepteert geen aansprakelijkheid indien er een verschil is tussen de twee.

- Het jaar dat vermeld wordt in de beschrijving van ieder kavel komt overeen met het jaar op de registratiedocumenten.

## Kavels exporteren

- Tijdelijke invoer: voertuigen die worden vooraf gegaan door het symbool (Ω) of (\*) naast het kavelnummer zijn ter beschikking gesteld door eigenaren buiten de EU. Kopers dienen bovenop hun bod de verschuldigde BTW te voldoen die kan worden vergoed aan kopers van buiten de EU na overlegging van de exportdocumenten die binnen drie maanden na de verkoopdatum ontvangen moeten zijn.

## Exportvergunning

- De aanvraag van een certificaat voor culturele stukken met als doel de vrije circulatie daarvan buiten België (exportvergunning) of andere administratieve documenten is niet van invloed op de betalingsverplichting van de koper.

## Auteursrechten

- Bonhams is eigenaar van het auteursrecht op de catalogus. Reproductie is niet toegestaan zonder schriftelijke toestemming van Bonhams.

- In zijn capaciteit als publieke verkoopveiling heeft Bonhams een vrijstelling met betrekking tot de reproductie van kunstwerken in zijn verkoopcatalogus, zelfs waar het auteursrecht nog niet in het publieke domein verkeert.

- Ingevolge de literaire en kunstzinnige eigendomsrechten impliceert de verkoop van een werk niet de overdracht van het recht van reproductie en representatie van het werk.

## Wet en jurisdictie

- Deze overeenkomst en iedere vordering, dispuut of verschil met betrekking tot deze overeenkomst is onderhevig aan en zal worden begrepen in overeenstemming met de Engelse wet.

- Iedere partij komt onherroepelijk overeen dat de rechtbanken in Engeland exclusieve jurisdictie zullen hebben met betrekking tot iedere vordering, dispuut of verschil van mening aangaande deze overeenkomst en alle zaken die daaruit voortvloeien, tenzij Bonhams verkiest om gerechtelijke stappen tegen u te ondernemen bij een andere bevoegde rechtbank voor zover toegestaan door de wetten van het toepasselijke rechtsgebied.

- U doet onherroepelijk afstand van enig recht dat u hebt om bezwaar te maken tegen gerechtelijke stappen die Bonhams tegen u onderneemt bij de rechtbanken in Engeland of in enige andere jurisdictie op grond van de bovenstaande clausule door deze aan te vechten op basis van exceptie van onbevoegdheid of door de jurisdictie van die rechtbanken aan te vechten.

- De clausules in deze algemene voorwaarden zijn onafhankelijke van elkaar geldig. De niet-geldigheid van een clausule zal geen gevolgen hebben voor de geldigheid van de andere clausules.

- Uitsluitend de Engelse versie van deze algemene voorwaarden zal beslissend zijn. Iedere versie in een andere taal wordt beschouwd als ondergeschikt.

# Bonhams Specialist Departments

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

## 19th Century Paintings

UK  
Charles O' Brien  
+44 20 7468 8360  
U.S.A.  
Madalina Lazen  
+1 212 644 9108

## 20th Century British Art

Matthew Bradbury  
+44 20 7468 8295

## Aboriginal Art

Greer Adams  
+61 2 8412 2222

## African and Oceanic Art

UK  
Philip Keith  
+44 2920 727 980  
U.S.A.  
Fred Baklar  
+1 323 436 5416

## American Paintings

Alan Fausel  
+1 212 644 9039

## Antiquities

Madeleine Perridge  
+44 20 7468 8226

## Antique Arms & Armour

UK  
David Williams  
+44 20 7393 3807  
U.S.A.  
Paul Carella  
+1 415 503 3360

## Art Collections, Estates & Valuations

Harvey Cammell  
+44 (0) 20 7468 8340

## Art Nouveau & Decorative Art & Design

UK  
Mark Oliver  
+44 20 7393 3856  
U.S.A.  
Frank Maraschiello  
+1 212 644 9059

## Australian Art

Litsa Veldekis  
+61 2 8412 2222

## Australian Colonial Furniture and Australiana

James Hendy  
+61 2 8412 2222

## Books, Maps & Manuscripts

UK  
Matthew Haley  
+44 20 7393 3817  
U.S.A.  
Christina Geiger  
+1 212 644 9094

## British & European Glass

UK  
Simon Cottle  
+44 20 7468 8383  
U.S.A.  
Suzy Pai  
+1 415 503 3343

## British & European Porcelain & Pottery

UK  
John Sandon  
+44 20 7468 8244  
U.S.A.  
Peter Scott  
+1 415 503 3326

## California & American Paintings

Scot Levitt  
+1 323 436 5425

## Carpets

UK  
Mark Dance  
+44 8700 27361  
U.S.A.  
Hadji Rahimpour  
+1 415 503 3392

## Chinese & Asian Art

UK  
Asaph Hyman  
+44 20 7468 5888  
U.S.A.  
Dessa Goddard  
+1 415 503 3333  
HONG KONG  
Julian King  
+852 2918 4321

## Clocks

UK  
James Stratton  
+44 20 7468 8364  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530

## Coins & Medals

UK  
John Millensted  
+44 20 7393 3914  
U.S.A.  
Paul Song  
+1 323 436 5455

## Contemporary Art

UK  
Gareth Williams  
+44 20 7468 5879  
U.S.A.  
Jeremy Goldsmith  
+1 917 206 1656

## Costume & Textiles

Claire Browne  
+44 1564 732969

## Entertainment Memorabilia

UK  
Stephanie Connell  
+44 20 7393 3844  
U.S.A.  
Catherine Williamson  
+1 323 436 5442

## Ethnographic Art

Jim Haas  
+1 415 503 3294

## Football Sporting Memorabilia

Dan Davies  
+44 1244 353118

## Furniture & Works of Art

UK  
Fergus Lyons  
+44 20 7468 8221  
U.S.A.  
Jeffrey Smith  
+1 415 503 3413

## Greek Art

Olympia Pappa  
+44 20 7468 8314

## Golf Sporting Memorabilia

Kevin Mcgimpsey  
+44 1244 353123

## Irish Art

Penny Day  
+44 20 7468 8366

## Impressionist & Modern Art

UK  
Deborah Allan  
+44 20 7468 8276  
U.S.A.  
Tanya Wells  
+1 917 206 1685

## Islamic & Indian Art

Alice Bailey  
+44 20 7468 8268

## Japanese Art

UK  
Suzannah Yip  
+44 20 7468 8368  
U.S.A.  
Jeff Olson  
+1 212 461 6516

## Jewellery

UK  
Jean Ghika  
+44 20 7468 8282  
U.S.A.  
Susan Abeles  
+1 212 461 6525  
AUSTRALIA  
Patti Sedgwick  
+61 2 8412 2222

## Marine Art

UK  
Veronique Scorer  
+44 20 7393 3962  
U.S.A.  
Gregg Dietrich  
+1 917 206 1697

## Mechanical Music

Jon Baddeley  
+44 20 7393 3872

## Modern, Contemporary & Latin American Art

U.S.A.  
Alexis Chompaissal  
+1 323 436 5469

## Modern Design

Gareth Williams  
+44 20 7468 5879

## Motor Cars

UK  
Tim Schofield  
+44 20 7468 5804  
U.S.A.  
Mark Osborne  
+1 415 503 3353  
EUROPE  
Philip Kantor  
+32 476 879 471  
AUSTRALIA  
Damien Duigan  
+61 2 8412 2232  
Automobilia  
UK  
Toby Wilson  
+44 8700 273 619  
U.S.A.  
Kurt Forry  
+1 415 391 4000

## Motorcycles

Ben Walker  
+44 8700 273616  
Automobilia  
Adrian Pipiros  
+44 8700 273621

## Musical Instruments

Philip Scott  
+44 20 7393 3855

## Natural History

U.S.A.  
Claudia Florian  
+1 323 436 5437

## Old Master Pictures

UK  
Andrew McKenzie  
+44 20 7468 8261  
U.S.A.  
Mark Fisher  
+1 323 436 5488

## Orientalist Art

Charles O'Brien  
+44 20 7468 8360

## Photography

U.S.A.  
Judith Eurich  
+1 415 503 3259

## Portrait Miniatures

Camilla Lombardi  
+44 20 7393 3985

## Prints

UK  
Rupert Worrall  
+44 20 7468 8262  
U.S.A.  
Judith Eurich  
+1 415 503 3259

## Russian Art

UK  
Sophie Hamilton  
+44 20 7468 8334  
U.S.A.  
Yelena Harbick  
+1 212 644 9136

## Scientific Instruments

Jon Baddeley  
+44 20 7393 3872  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530

## Scottish Pictures

Chris Brickley  
+44 131 240 2297

## Silver & Gold Boxes

UK  
Michael Moorcroft  
+44 20 7468 8241  
U.S.A.  
Aileen Ward  
+1 800 223 5463

## South African Art

Giles Peppiatt  
+44 20 7468 8355

## Sporting Guns

Patrick Hawes  
+44 20 7393 3815

## Toys, Dolls & Chess

Leigh Gotch  
+44 20 8963 2839

## Travel Pictures

Veronique Scorer  
+44 20 7393 3962

## Urban Art

Gareth Williams  
+44 20 7468 5879

## Watches & Wristwatches

UK  
Paul Maudsley  
+44 20 7447 7412  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530  
HONG KONG  
Carson Chan  
+852 2918 4321

## Whisky

UK  
Martin Green  
+44 1292 520000  
U.S.A.  
Joseph Hyman  
+1 917 206 1661  
HONG KONG  
Daniel Lam  
+852 3607 0004

## Wine

UK  
Richard Harvey  
+44 (0) 20 7468 5811  
U.S.A.  
Doug Davidson  
+1 415 503 3363  
HONG KONG  
Daniel Lam  
+852 3607 0004



# Bonhams Network Page

International Salerooms, Offices and Associated Companies (• Indicates Saleroom)

## UNITED KINGDOM

**London**  
101 New Bond Street •  
London W1S 1SR  
+44 20 7447 7447  
+44 20 7447 7400 fax

Montpelier Street •  
London SW7 1HH  
+44 20 7393 3900  
+44 20 7393 3905 fax

**South East England**

**Brighton & Hove**  
19 Palmeira Square  
Hove, East Sussex  
BN3 2JN  
+44 1273 220 000  
+44 1273 220 335 fax

**Guildford**  
Millmead,  
Guildford,  
Surrey GU2 4BE  
+44 1483 504 030  
+44 1483 450 205 fax

**Tunbridge Wells**  
Ground Floor  
Royal Victoria House  
51-55 The Pantiles  
Tunbridge Wells, Kent  
TN2 5TE  
+44 1892 546 818  
+44 1892 518 077 fax

**Isle of Wight**  
+44 1983 282 228

Representative:  
**West Sussex**  
Jeff Burfield  
+44 1243 787 548

**South West England**

**Bath**  
Queen Square House  
Charlotte Street  
Bath BA1 2LL  
+44 1225 788 988  
+44 1225 446 675 fax

**Cornwall – Truro**  
36 Lemon Street  
Truro  
Cornwall  
TR1 2NR  
+44 1872 250 170  
+44 1872 250 179 fax

**Exeter**  
The Lodge  
Southernhay West Exeter,  
Devon  
EX1 1JG  
+44 1392 425 264  
+44 1392 494 561 fax

**Winchester**  
The Red House  
Hyde Street  
Winchester  
Hants SO23 7DX  
+44 1962 862 515  
+44 1962 865 166 fax

**Tetbury**  
22a Long Street  
Tetbury  
Gloucestershire  
GL8 8AQ  
+44 1666 502 200  
+44 1666 505 107 fax

Representatives:  
**Dorset**  
Bill Allan  
+44 1935 815 271

**East Anglia**

**Bury St. Edmunds**  
21 Churchgate Street  
Bury St Edmunds  
Suffolk IP33 1RG  
+44 1284 716 190  
+44 1284 755 844 fax

**Norfolk**  
The Market Place  
Reepham  
Norfolk NR10 4JJ  
+44 1603 871 443  
+44 1603 872 973 fax

**Midlands**

**Knowle**  
The Old House  
Station Road  
Knowle, Solihull  
West Midlands  
B93 0HT  
+44 1564 776 151  
+44 1564 778 069 fax

**Oxford •**  
Banbury Road  
Shipton on Cherwell  
Kidlington OX5 1JH  
+44 1865 853 640  
+44 1865 372 722 fax

**Yorkshire & North East England**

**Leeds**  
30 Park Square West  
Leeds LS1 2PF  
+44 113 234 5755  
+44 113 244 3910 fax

**North West England**

**Chester •**  
New House  
150 Cheshire Road  
Chester, Cheshire  
CH3 5TD  
+44 1244 313 936  
+44 1244 340 028 fax

**Carlisle**  
48 Cecil Street  
Carlisle, Cumbria  
CA1 1NT  
+44 1228 542 422  
+44 1228 590 106 fax

**Manchester**  
The Stables  
213 Ashley Road  
Hale WA15 9TB  
+44 161 927 3822  
+44 161 927 3824 fax

**Southport**  
33 Botanic Road  
Churchtown  
Southport  
Merseyside PR9 7NE  
+44 1704 507 875  
+44 1704 507 877 fax

**Channel Islands**

**Jersey**  
39 Don Street  
St. Helier  
JE2 4TR  
+44 1534 722 441  
+44 1534 759 354 fax

Representative:  
**Guernsey**  
+44 1481 722 448

**Scotland**

**Edinburgh •**  
22 Queen Street  
Edinburgh  
EH2 1JX  
+44 131 225 2266  
+44 131 220 2547 fax

**Glasgow**  
176 St. Vincent Street,  
Glasgow  
G2 5SG  
+44 141 223 8866  
+44 141 223 8868 fax

Representatives:  
**Wine & Spirits**  
Tom Gilbey  
+44 1382 330 256

**Wales**

**Cardiff**  
7-8 Park Place,  
Cardiff CF10 3DP  
+44 2920 727 980  
+44 2920 727 989 fax

## EUROPE

**Austria - Vienna**  
Garnisonsgasse 4  
1090 Vienna  
+43 (0)1 403 00 01  
vienna@bonhams.com

**Belgium - Brussels**  
Boulevard  
Saint-Michel 101  
1040 Brussels  
+32 (0)2 736 5076  
+32 (0)2 732 5501 fax  
belgium@bonhams.com

**France - Paris**  
4 rue de la Paix  
75002 Paris  
+33 (0)1 42 61 1010  
+33 (0)1 42 61 1015 fax  
paris@bonhams.com

**Germany - Cologne**  
Albertusstrasse 26  
50667 Cologne  
+49 (0)221 2779 9650  
+49 (0)221 2779 9652 fax  
cologne@bonhams.com

**Germany - Munich**  
Maximilianstrasse 52  
80538 Munich  
+49 (0) 89 2420 5812  
+49 (0) 89 2420 7523 fax  
munich@bonhams.com

**Ireland - Dublin**  
31 Molesworth Street  
Dublin 2  
+353 (0)1 602 0990  
+353 (0)1 4004 140 fax  
ireland@bonhams.com

**Italy - Milan**  
Via Boccaccio 22  
20123 Milano  
+39 (0)2 4953 9020  
+39 (0)2 4953 9021 fax  
milan@bonhams.com

**Italy - Rome**  
Via Sicilia 50  
00187 Rome  
+39 (0)6 48 5900  
+39 (0)6 482 0479 fax  
rome@bonhams.com

**Netherlands - Amsterdam**  
De Lairessestraat 154  
1075 HL Amsterdam  
+31 20 67 09 701  
+31 20 67 09 702 fax  
amsterdam@bonhams.com

**Spain - Madrid**  
Nuñez de Balboa no.4 - 1A  
Madrid  
28001  
+34 91 578 17 27  
madrid@bonhams.com

**Switzerland - Geneva**  
Rue Etienne-Dumont 10  
1204 Geneva  
Switzerland  
+41 76 379 9230  
geneva@bonhams.com

Representatives:  
**Greece**  
Art Expertise  
+30 210 3636 404

**Marbella**  
James Roberts  
+34 952 90 62 50  
marbella@bonhams.com

**Portugal**  
Filipa Rebelo de Andrade  
+351 91 921 4778  
portugal@bonhams.com

**Russia**  
Marina Jacobson  
+7 921 555 2302  
russia@bonhams.com

## NORTH AMERICA

**USA**

**San Francisco •**  
220 San Bruno Avenue  
San Francisco  
CA 94103  
+1 (415) 861 7500  
+1 (415) 861 8951 fax

**Los Angeles •**  
7601 W. Sunset Boulevard  
Los Angeles  
CA 90046  
+1 (323) 850 7500  
+1 (323) 850 6090 fax

**New York •**  
580 Madison Avenue  
New York, NY  
10022  
+1 (212) 644 9001  
+1 (212) 644 9007 fax

Representatives:  
**Arizona**  
Terri Adrian-Hardy  
+1 (480) 994 5362

**California Central Valley**  
David Daniel  
+1 (916) 364 1645

**District of Columbia/ Mid-Atlantic**  
Martin Gammon  
+1 (202) 333 1696

**Southern California**  
Christine Eisenberg  
+1 (949) 646 6560

**Florida**  
+1 (305) 228 6600

**Georgia**  
Mary Moore Bethea  
+1 (404) 842 1500

**Illinois**  
Ricki Blumberg Harris  
+1 (312) 475 3922  
+1 (773) 267 3300

**Massachusetts Boston/New England**  
Amy Corcoran  
+1 (617) 742 0909

**Nevada**  
David Daniel  
+1 (775) 831 0330

**New Mexico**  
Leslie Trilling  
+1 (505) 820 0701

**Oregon**  
Sheryl Acheson  
+1(503) 312 6023

**Texas**  
Amy Lawch  
+1 (713) 621 5988

**Washington**  
Heather O'Mahony  
+1 (206) 218 5011

**CANADA**

**Toronto, Ontario •**  
Jack Kerr-Wilson  
20 Hazelton Avenue  
Toronto, ONT  
M5R 2E2  
+1 (416) 462 9004  
info.ca@bonhams.com

**Montreal, Quebec**  
David Kelsey  
+1 (514) 341 9238  
info.ca@bonhams.com

## SOUTH AMERICA

**Argentina**  
Daniel Claramunt  
+54 11 479 37600

**Brazil**  
Thomaz Oscar Saavedra  
+55 11 3031 4444  
+55 11 3031 4444 fax

## ASIA

**Hong Kong**  
Carson Chan  
Suite 1122  
Two Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.com

**Beijing**  
Hongyu Yu  
Room A515  
F/5 CDB International  
Mansion  
No. 16 Yongan Dongli  
Chaoyang District  
Beijing 100022  
+86(0) 10 6563 7799  
+86(0) 10 6563 7788 fax  
beijing@bonhams.com

**Japan**  
Level 14 Hibiya Central Building  
1-2-9 Nishi-Shimbashi  
Minato-ku  
Tokyo 105-0003  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
tokyo@bonhams.com

**Taiwan**  
37th Floor, Taipei 101 Tower  
Nor 7 Xinyi Road, Section 5  
Taipei, 100  
+886 2 8758 2898  
+886 2 8757 2897 fax  
summer.fang@bonhams.com

## AUSTRALIA

**Sydney**  
76 Paddington Street  
Paddington NSW 2021  
Australia  
+61 (0) 2 8412 2222  
+61 (0) 2 9475 4110 fax  
info.aus@bonhams.com

**Melbourne**  
Ormond Hall  
557 St Kilda Rd  
Melbourne VIC 3004  
+61 (0) 3 8640 4088

Representative:  
**Adelaide**  
James Bruce  
+61 (0) 8 8232 2860

## AFRICA

**South Africa - Johannesburg**  
Penny Culverwell  
+27 (0)71 342 2670  
penny.culverwell@bonhams.com

# Bonhams Motoring Network

## UK (Head office)

101 New Bond Street  
London, W1S 1SR  
Tel: (020) 7447 7447  
Fax: (020) 7447 7400

## UK Representatives

**County Durham**  
Stephen Cleminson  
New Hummerbeck  
Farm  
West Auckland  
Bishop Auckland  
County Durham  
DL14 9PQ  
Tel: (01388) 832329  
veterancars@orange.  
net

**Cheshire & Staffordshire**  
Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire  
ST4 4QQ  
Tel / Fax:  
(01782) 643159  
astondb@hotmail.co.uk

**Somerset / Dorset**  
Mike Penn  
The Haynes  
Motor Museum  
Sparkford, Nr. Yeovil  
BA22 7UI  
Tel: (01963) 440804  
Fax: (01963) 441004

**Devon / Cornwall**  
Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR12NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@  
bonhams.com

**Hampshire**  
Michael Jackson  
West Winds  
Cupernham Lane  
Romsey, Hants  
SO51 7LE  
Tel: (01794) 518 433  
veryoldmj@gmail.com

**East Anglia Motorcycles**  
David Hawtin  
The Willows  
Church Lane  
Swaby, Lincolnshire  
LN13 0BQ  
Tel / Fax:  
(01507) 481110  
davidhawtin@  
btinternet.com

**Motor Cars**  
Robert Hadfield  
95 Northorpe  
Thurlby  
Bourne  
PE10 0HZ  
Tel: 01778 426 417  
Mob: 07539 074242  
rhadfield10@gmail.com

**Midlands**  
Bob Cordon-Champ  
Highcliffe  
2 Cherry Orchard  
Lichfield, Staffordshire  
WS14 9AN  
Tel/fax: (01543) 411154  
bob-cordon.champ@  
virgin.net

Roger Etccl  
10 High Street  
Whittlebury  
TOWCESTER  
Northamptonshire  
NN12 8XJ  
Tel: (01327) 856 024  
roger.etccl@gmail.com

Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414983  
rheauction@btinternet.  
com

**Home Counties**  
Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: (020) 8302 7627  
eva\_colin@  
btinternet.com

**Herts, Beds & Bucks**  
Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758838  
martin@  
heckscher.co.uk

**Lancashire & Cumbria**  
Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@  
bonhams.com

Alan Whitehead  
Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 844884  
Fax: (01204) 401799

**Gloucestershire**  
George Cohen  
Manor Farm  
Chillington  
Ilminster  
Somerset  
TA19 0PU  
Tel: (01460) 526 46  
geo@norton.uk.com

**Wales**  
Mike Worthington-  
Williams  
The Old School House  
Cenarth  
Newcastle Emlyn  
Carmarthenshire  
SA38 9JL  
Tel: (01239) 711486  
(9am-5pm)  
Fax: (01239) 711367

## European (Head office)

**Paris**  
4 rue de la Paix  
Paris  
75002  
Tel: +33 1 42 61 10 11  
Fax: +33 1 42 61 10 15

## European Representatives

**Germany**  
Paul Gockel  
Reitacker 2  
D-31177 Harsum-Asel  
Germany  
Tel: +49 5127/9026996  
Mob: +49 160 94984316  
paul.gockel@t-online.de

Hans Schede  
An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@bonhams.com

Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@  
bonhams.com

**Italy**  
Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@  
bonhams.com

**Denmark**  
Henning Thomsen  
Tel: +45 4051 4799  
henning.thomsen@  
bonhams.com

**The Netherlands**  
Saskia Magnin  
de Lairesestraat 123  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
saskia.magnin@  
bonhams.com

**Norway / Sweden**  
Pascal Nyborg  
Tel: +47 9342 2210

## USA (Head offices)

**San Francisco**  
Mark Osborne  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 391 4000  
Fax: +1 415 391 4040  
motors.us@  
bonhams.com

**Los Angeles**  
Nick Smith  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 323 436 5470  
Fax: +1 323 850 5843  
nick.smith@  
bonhams.com

**New York**  
580 Madison Avenue  
New York, NY 10022  
Tel: +1 212 461 6515  
Fax: +1 917 206 1669  
rupert.banner@  
bonhams.com

## USA Representatives

**Southern California**  
Christine Eisenberg  
464 Old Newport Blvd.  
Newport Beach,  
CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544  
christine.eisenberg@  
bonhams.com

David Edwards  
Tel: +1 949 460 3545  
david.edwards@  
bonhams.com

**Midwest and East Coast**  
Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 917 340 4657  
evan.ide@  
bonhams.com

**Midwest**  
Tim Parker  
+1 651 235 2776  
tim.parker@  
bonhams.com

**Northwest**  
Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227  
tom.black2@  
comcast.net

## Rest of the World

**Australia**  
Damien Duigan  
Unit 14,  
888 Bourke Street  
Waterloo  
NSW 2017  
T: +61 (0) 2 8412 2232  
damien.duigan@  
bonhams.com

**Argentina**  
Daniel Clarmunt  
Catamarca 1538  
(B1640FUP) Martinez  
Buenos Aires  
Tel: +54 11 479 37600  
Fax: +54 11 479 34100  
daniel.claramunt@  
bonhams.com

**Japan**  
Akiko Tsuchida  
1-10-13 Tenjincho,  
Fujisawa-shi  
Kanagawa, 252-0814  
Japan  
Tel: +81 466 82 6842  
Fax: +81 466 82 6809

**Hong Kong**  
Carson Chan  
Suite 1508  
Two Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
Tel: +852 2918 4321  
Fax: +852 2918 4320



# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------

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

**This sale will be conducted in accordance with Bonhams' General Conditions and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

## 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 United Kingdom or by e-mail from info@bonhams.com.

## Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a Belgian bank. All other debit cards and all credit cards are subject to a 3% surcharge on the total invoice price.

## Notice to Bidders.

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

# Bonhams

1793

<b>Sale title:</b> The Zoute Sale	<b>Sale date:</b> Friday 11 October 2013
<b>Sale no.</b> 21396	<b>Sale venue:</b> Knokke-Le Zoute, Belgium
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
<b>General Bid Increments:</b>	
€10 - 200 .....by 10s	€10,000 - 20,000 .....by 1,000s
€200 - 500 .....by 20 / 50 / 80s	€20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s
€500 - 1,000 .....by 50s	€50,000 - 100,000 .....by 5,000s
€1,000 - 2,000 .....by 100s	€100,000 - 200,000 .....by 10,000s
€2,000 - 5,000 .....by 200 / 500 / 800s	above €200,000 .....at the auctioneer's discretion
€5,000 - 10,000 .....by 500s	
The auctioneer has discretion to split any bid at any time.	
<b>Customer Number</b>	<b>Title</b>
<b>First Name</b>	<b>Last Name</b>
<b>Company name (to be invoiced if applicable)</b>	
<b>Address</b>	
<b>City</b>	<b>County / State</b>
<b>Post / Zip code</b>	<b>Country</b>
<b>Telephone mobile</b>	<b>Telephone daytime</b>
<b>Telephone evening</b>	<b>Fax</b>
<b>Preferred number(s) in order for Telephone Bidding (inc. country code)</b>	
<b>E-mail (in capitals)</b> <input type="text"/>	
<input type="text"/>	
<b>I am registering to bid as a private client</b> <input type="checkbox"/>	<b>I am registering to bid as a trade client</b> <input type="checkbox"/>
<b>If registered for TVA in the EU please enter your registration here:</b>	
<input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>	
<b>Please tick if you have registered with us before</b> <input type="checkbox"/>	

**Please note that all telephone calls are recorded.**

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

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature:

Date:

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

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax 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 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560. Belgium Business registration number Enterprise: 841074627

# Motor Car Index

Lot No	Year	Sale Item Description
21	1954	Alfa Romeo 1900C Sprint Series 2 Coupé
46	1966	Alfa Romeo Duetto Spider
36	1949	Austin A125 Sheerline Cabriolet
38	1953	Austin-Healey 100/4 BN1 Roadster
1	1958	Austin-Healey Sprite MkI 'Frog Eye' Roadster
2	1962	Austin-Healey 3000 MkII BT7 Convertible
27	1964	Austin-Healey 3000 MkIII BJ8 Phase 2 Convertible
19	1964	Austin-Healey 3000 MkIII BJ8 Phase 2 Convertible
7	1965	Austin-Mini Saloon
3	1961	Autobianchi Bianchina Trasformabile
24	1950	'Berlin III' E2 Class racing sports boat
23	1944	BMW 327 Coupé
6	1959	BMW Isetta Microcar
34	1953	Cadillac Series 62 Convertible Coupé
26	1962	Citroën DS19 Décapotable
8	1972	Citröen SM Coupé
15	1980	Citröen Méhari 4x4
41	1924	Cottin-Desgouttes 12hp Type M Torpedo
12	1983	Croco TAG Amphibious 4x4
33	1954	Ferrari 250 Europa 'Prototype'
18	1958	Jaguar XK150 SE 3.4 DHC
30	1963	Jaguar E-Type 3.8-Litre Series 1 Roadster
39	1968	Jaguar E-Type 4.2-Litre Series 2 Roadster
14	1991	Lamborghini LM 002 '4x4'
37	1963	Lincoln Continental Presidential Limousine
22	1957	Maserati A6G/54GT Coupé
32	1973	Maserati Bora 4.9-litre Coupé
25	1954	Mercedes-Benz 300S Cabriolet A
31	1956	Mercedes-Benz 190SL Roadster
9	1960	Mercedes-Benz 190SL Roadster
16	1958	Mercedes-Benz 220S 'Ponton' Cabriolet
17	1960	Mercedes-Benz 220SE 'Ponton' Coupé
20	1966	Mercedes-Benz 230SL Convertible
4	1970	Mercedes-Benz 230SL Convertible
29	1955	MG Midget TF 1500 Roadster
10	1961	Porsche 356B 1600 Roadster
42	1972	Porsche 911T/E 2.4-Litre Coupé
11	1972	Porsche 911S 2.4-Litre Targa
35	1974	Porsche 911 Carrera 2.7-Litre Targa
28	1977	Porsche 911 2.7-Litre Targa
44	1980	Porsche 924 Carrera GT Coupé
40	1994	Porsche 911 Carrera RS 3.8-Litre Coupé
43	1960	Rolls-Royce Phantom V Limousine
45	1969	Rolls-Royce Silver Shadow Coupé
5	1958	Triumph TR3A Roadster



# The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Pau Historique; Spa Classic; Dix Mille Tours; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Tour Britannia; Wilton Classic and Supercar Day; The Grand Tour; Kop Hill Climb; Shelsley Walsh Hill Climb; Warren Classic & Concoors; London to Brighton Run; Gstaad Classic; DolderClassics.

[www.efgmotorracing.com](http://www.efgmotorracing.com)


 [facebook.com/EFGInternational](https://facebook.com/EFGInternational)

Photo: John Retter

Practitioners of the craft of private banking



EFG is the marketing name for EFG International and its subsidiaries. EFG International's global private banking network includes offices in Zurich, Geneva, London, Channel Islands, Luxembourg, Monaco, Madrid, Hong Kong, Singapore, Shanghai, Taipei, Miami, Nassau, Bogotá and Montevideo. [www.efginternational.com](http://www.efginternational.com)







⌘ 1793

**Bonhams**

4, rue de la Paix

F-75002 Paris

+33 (0) 1 42 61 10 10

+33 (0) 1 42 61 10 15 fax

