

THE SPA - CLASSIC SALE

Sunday 24 May 2015

Spa-Francorchamps Motor Circuit, Belgium



Bonhams







It gives me very great pleasure to introduce this third auction sale to you during the Spa Classic 2015.

As you will know the second edition last year was a resounding success and we are delighted to be associated with this ever growing event. We have sourced an exciting and varied selection, starting with a collection of mainly Ferrari books and models, a selection of rare Porsche and Ferrari and various other 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.

I would also like to take this opportunity to thank Patrick Peter and his team for hosting this sale for its third edition. We are delighted at our rewarding partnership with this company that never ceases to pursue new and exciting projects in providing a rewarding experience with the very best service.

C'est avec le plus grand plaisir que je vous annonce cette troisième vente aux enchères lors du Spa Classic 2015.

Comme vous avez pu le découvrir, la deuxième édition l'année dernière fut un grand succès et nous sommes ravis d'être associé à un événement qui prend de l'envergure d'année en année. Nous avons rassemblé une fantastique sélection fort variée en commençant avec une collection composée principalement de livres et modèles Ferrari, une sélection de Porsche et Ferrari et différentes automobiles de collection. Que vous soyez un enchérisseur averti souhaitant agrandir sa collection ou un premier acquéreur, je suis persuadé que l'événement et la vente que nous vous proposons saura vous séduire.

Je souhaiterais également saisir cette opportunité pour remercier Patrick Peter et son équipe de nous accueillir pour cette troisième édition. Nous nous réjouissons de ce fructueux partenariat avec cette société aux projets toujours innovants et de partager avec eux l'envie commune de vous faire vivre une expérience enrichissante et d'offrir le meilleur des services.

Philip Kantor
Head of Department,
Collectors' Motor Cars - Mainland Europe



THE SPA - CLASSIC SALE

Collector's Motor Cars
Sunday 24 May 2015, 12:30
Spa-Francorchamps Motor Circuit, Belgium

Automobiles d'exception
Dimanche 24 mai 2015 12h30
Circuit de Spa-Francorchamps, Belgique

Under the jurisdiction of

Mes Chabot-Tilkin-Bovy
Baillifs in Liege.

Bonhams 1793 Ltd

4 Rue de la Paix
75002 Paris
France

+ 33 (0)1 42 61 10 11
+33 (0)8 97 50 10 08 fax

Belgian registration number
841074627

Circuit de Spa Francorchamps
Route du Circuit,55
B 4970 Francorchamps
Belgium

Viewing

Friday 22 May from 14:00 to 18:00
Saturday 23 May from 9:00 to 18:00
Sunday 24 May from 9:00

Auction date & start times

Sunday 24 May 2015, 12:30

Contact details during the sale period

From Friday 22 May to
Sunday 24 May
+32 (0)43 759 750
+33 (0)8 97 50 10 08 fax

If you wish to gain free access to
the circuit please have the barcode
scanned by the Spa Classic team
upon entrance to the circuit.



Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling Global CEO,
Patrick Meade Global CEO,
Geoffrey Davies, Jonathan Horwich,
James Knight, Caroline Oliphant,
Hugh Watchorn.

Buyer's Premium

(Notice to Buyers)
Bonhams charge a buyer's
premium. For this sale we will
charge 15% + TVA of the final
hammer price.

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
an omega sign (Ω) in relation to
temporary imported items or a
dagger sign ($\dagger$) in relation to TVA
charged by a business.

Such signs will be printed
beside the relevant lot number
in the catalogue.

Important

The sale is conducted according
to the general conditions printed
at the back of this catalogue.
We advise potential bidders to
familiarise themselves with the
"Important Information for Buyers"
regarding customs, transport and
storage.

Catalogue: €30 + P&P

Sale Number: 22722

Sous la juridiction de

Mes Chabot-Tilkin-Bovy
Huissiers à Liège.

Bonhams 1793 Ltd

4 Rue de la Paix
75002 Paris
France

+ 33 (0)1 42 61 10 11
+33 (0)8 97 50 10 08 fax

Belgique numéro d'entreprise :
841074627

Circuit de Spa Francorchamps
Route du Circuit,55
B 4970 Francorchamps
Belgique

Vente aux enchères

Dimanche 24 mai 2014 12h30

Exposition publique

Vendredi 22 mai de 14h à 18h
Samedi 23 mai de 9h à 18h
Dimanche 24 mai à partir de 9h

Informations et téléphones pendant l'événement

Du vendredi 22 mai au dimanche
24 mai
+32 (0)43 759 750
+33 (0)8 97 50 10 08 fax

Frais d'adjudication

(Avis aux acheteurs)
En sus du prix d'adjudication,
l'acheteur devra payer
sur le prix d'adjudication de
chaque lot des frais de vente
s'élevant à 15% + TVA du prix au
marteau.

Ces frais de vente s'appliquent à
chaque lot et sont soumis à la TVA.
Certains lots sont sujets à la TVA
sur le prix d'adjudication en plus de
la TVA sur les frais de vente.

Ces lots sont marqués d'un signe
oméga (Ω) à côté du numéro de
passage en cas d'importation
temporaire ou d'une dague ($\dagger$) en
cas de mise en vente du lot par un
assujetti.

Ces symboles seront imprimés
à côté du numéro du lot
correspondant dans le catalogue.

Important

La vente est soumise aux
conditions générales imprimées
à la fin du catalogue. Nous
conseillons aux enchérisseurs
potentiels de prendre
connaissance des « informations
importantes aux acheteurs »
ainsi que de la partie douanes,
transport et gardiennage figurant
en fin de catalogue.

Catalogue: €30 + envoi

Numéro de la vente: 22722

General Information

Admission

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

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to €50,000 of hammer price, 20% from 50,001 to €1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

Damage

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

Important changes to V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

If we have not received confirmation of the new keeper's name and address 14 days from the date of the sale, we will write to you requesting this information.

If, after 28 days from the date of sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale Administrator as soon as possible.

Please Note: Once the V5C has been updated by the DVLA it cannot be reversed.

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
HSBC Bank Plc,
Brussels Branch,
36 Boulevard du Souverain,
1170 Brussels,
Belgium

Account name: Bonhams 1793 Ltd - Client
IBAN: BE91 9490 0789 8176
BIC: HSBCEBBB

If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
 - credit cards: Visa and Mastercard. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards.
- Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 21% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price and buyer's premium.
* VAT on imported items at 5% on hammer price and buyer's premium.

- Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

In all other instances no VAT will be charged on the hammer price, but VAT at the prevailing rate (currently 21%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis.

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

NOVA

Certain motor car Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

Vintage Sports-Car Club Eligibility Documents

Any eligibility document issued to the owner of a car is merely to certify that the vehicle is eligible to compete in VSCC events on the basis of the rules and regulations currently in force. It is not intended to be used for any trade or commercial purposes. It does not provide any guarantee as to the standard of design, manufacture, condition or its authenticity, provenance or history. VSCC eligibility documents lose validity on transfer of ownership of the vehicle and a new application is therefore required.

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

Motor Car Preparation

Chris Bailey, Showcase SVS
+44 (0) 7889 722 333
www.showcasesvs.co.uk

Guide for Buyers

Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can generally be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the car. It is also advised that the car is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

How can I pay?

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed €3,000. Any amount over €3,000 must be paid otherwise than in coins, notes or travellers cheques.

We accept the following methods of payment.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

Are there any other charges?

Buyers are reminded that a 15% Buyers Premium is payable on the final Hammer Price of each lot in the sale. TVA at the standard rate is payable on the Buyers Premium by all Buyers.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the vehicle to you. Polygon's contact details are listed in the sale catalogue.

IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Jane Hogan.

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be in attendance at all Bonhams European and USA auction sales. They will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

UK

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
Web: www.hagertyinsurance.co.uk

This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.

Notice Collections, transport and storage

Purchases will only be released when cleared funds are received.

All vehicles must be collected from the Spa Francorchamps Circuit by 12 noon on Monday 25 May 2015, after the payment of funds or upon the presentation of the receipt of payment to the sale representatives.

Customers must however notify Paul Gaucher or Valérie Simonet no later than 6pm on Sunday 24 May if they will be collecting their vehicle by 12 noon on Monday 25 May.

Paul Gaucher or Valérie Simonet can be contacted by email or on their mobiles:
paul.gaucher@bonhams.com +33 (0)6 61 80 15 56
valerie.simonet@bonhams.com +33 (0)6 62 50 40 44

In the absence of customer instructions, all vehicles will be removed to a temporary storage facility, on Monday 25 May, close to the Circuit at your expense and at your own risk.

The uplift and storage costs are outlined on this page.

It is therefore very important you contact us by 6pm on Sunday 24 May, if you intend to collect your vehicle 12noon on Monday 25 May.

It is strongly advisable that you make contingency arrangements regarding collection 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 direct with transporters.

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

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

Administration and uplift from the Circuit:

€350 + TVA per motor car

Storage charges from Tuesday 26 May 2015:

€35 + TVA per motor car per day

Important Notice:

The storage facility will remain operational until Monday 8 June 2015.

Any vehicle not collected by this time will be removed and transported to a permanent storage facility in Holland at the customer's expense:

€600+Tva per Motor Car plus storage.

Transport and Shipping

A representative of Cars Europe will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be), although you are free to make your own transport arrangements.

Cars Europe

Contact: Hayley Painter

+44 (0) 1284 850 760

+44 (0) 1284 852 507 fax

Email: hayley@carseurope.net

Internet: www.carseurope.net

Payment for removal and storage must be made direct to Cars Europe.

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.

Avis Delivrance, transport et gardiennage des lots

Les véhicules ne seront délivrés qu'après encaissement effectif des fonds.

Tous les véhicules devront être retirés au Circuit de Spa Francorchamps lundi 25 mai 2015 impérativement avant 12h00, après encaissement des fonds ou sur présentation d'un justificatif de paiement validé par les responsables de la vente.

Les clients devront informer Paul Gaucher ou Valérie Simonet dimanche 24 mai avant 18h, s'ils viennent retirer leur véhicule lundi 25 mai avant 12h.

Paul Gaucher ou Valérie Simonet pourront être contactés par email ou sur leur mobile :
paul.gaucher@bonhams.com +33 (0)6 61 80 15 56
valerie.simonet@bonhams.com +33 (0)6 62 50 40 44

En l'absence d'instructions des clients, tous les véhicules seront déplacés temporairement lundi 25 mai dans un garage près du circuit à vos frais et à vos risques.

Les frais de transfert et de gardiennage sont détaillés sur cette page. Il est

toutefois très important que vous nous contactiez avant 18h dimanche 24 mai, si vous souhaitez retirer votre véhicule lundi 25 mai avant 12h.

Il est fortement recommandé que vous preniez vos dispositions, quant à un enlèvement éventuel, avant la vente.

Tous les frais de transport et de magasinage devront être régularisés avant la délivrance ou l'organisation de tout autre transport ultérieur.

Le paiement devra être effectué auprès des. Le retrait pourra s'effectuer UNIQUEMENT sur rendez-vous dont la demande aura été faite au MINIMUM 24h à l'avance.

Les acheteurs devront s'assurer eux-mêmes au moment du retrait de leur véhicule qu'ils sont en possession de tous les documents, livrets et clés, inhérents à leur(s) lot(s).

Frais administratif et d'enlèvement depuis Le Circuit :

€350 + TVA par automobile

Frais de stockage à partir du mardi 26 mai 2014:

€35 + TVA par automobile et par jour

Notice importante:

Les facilités de stockage seront possibles jusqu'au lundi 8 Juin 2015.

Tout véhicule non enlevé avant cette date sera transféré pour entreposage en Hollande aux frais du client:

600€+Tva par voiture plus frais de gardiennage.

Transport et expédition:

Un représentant de Cars Europe sera à la vente et pourra organiser les transports nationaux et internationaux en tant qu'agent de l'acheteur, ou du vendeur (au cas où cela arriverait). Vous resterez cependant libres de prendre vos propres dispositions pour le transport.

Cars Europe

Contact: Hayley Painter

+44 (0) 1284 850 760

+44 (0) 1284 852 507 fax

Email: hayley@carseurope.net

Internet: www.carseurope.net

Le paiement pour les frais de transfert et de gardiennage devra être fait directement à Cars Europe.

Douanes

Pour toutes les questions concernant les douanes tant d'un point de vue administratif que fiscal, veuillez contacter Cars Europe.

Assurance après la vente

Dès l'adjudication, tous les risques afférant au lot seront transférés à l'acheteur dans leur intégralité et sans la moindre réserve. A charge pour l'acheteur de faire assurer ses achats. Bonhams décline toute responsabilité quant aux dommages que l'achat pourrait encourir dès l'adjudication prononcée.

Your contacts for this Sale

Vos contacts pour la vente

Contact details during the sale period
From Friday 22 May to Sunday 24 May
Information et téléphones pendant l'évènement
Du vendredi 22 mai au dimanche 24 mai
+32 (0)43 759 750
+33 (0)8 97 50 10 08 fax

For all correspondence Pour toutes correspondances

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

Motor Car Specialists Spécialistes Automobiles

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

Paul Gaucher
+33 (0)1 42 61 10 11
+33 (0)6 61 80 15 56
paul.gaucher@bonhams.com

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

Sale Administrators Administrateurs de la vente

Valérie Simonet
+33 (0) 1 42 61 10 11
+33 (0) 6 62 50 40 44
valerie.simonet@bonhams.com

Customer Services Service Clients

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

Bids service/ Sale registrations Enchères/ Inscriptions à la vente

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

Buyers/Sellers Accounts Comptabilité acheteurs/vendeurs

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

Press Office Relation Presse

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Catalogue Subscriptions Abonnement aux catalogues

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helen.grantham@bonhams.com

Transporters Sociétés de transport

Polygon Transport
Unit 2H
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Hants SO40 3PB - UK
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+44 (0) 2380 862 111 fax
karen@polygon-transport.com
gill@polygon-transport.com
www.polygon-transport.com

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Internet: www.carseurope.net

Acknowledgements Remerciements

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

Nous aimerions remercier les personnes suivantes pour leur aide et leur collaboration à l'élaboration de ce catalogue et de cette vente:

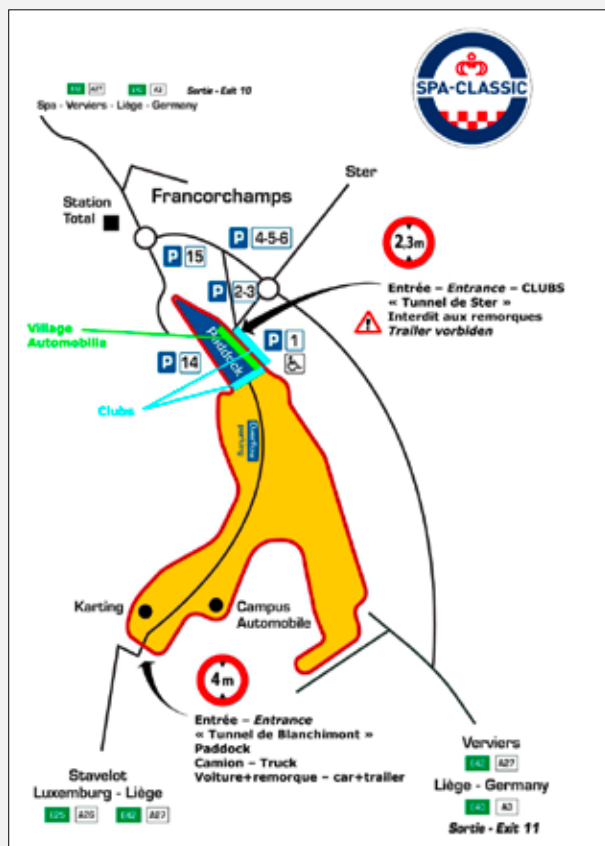
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Emanuele Collo
Eddie Daepf
Jean-Pierre Dauliac
Christian Descombes
David Hawtin
Christophe Maenhout
Marcel Massini
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Directions to the Spa Motor Circuit

Accès au Circuit de Spa



Directions to the Spa-Classic Sale

Accès à la vente du Spa-Classic

Pit Buildings 31-39



Circuit de Spa-Francorchamps
Route du Circuit, 55
B 4970 Francorchamps
Belgium

By train :
Verviers-Central station - 17 kms from Spa

By plane:
Liege Biercet international airport - 56 kms from Spa

Important information for Buyers and Sellers

Renseignements Importants pour les Acheteurs et les Vendeurs

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Commission bids

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

Payment

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

Bonhams bank details

HSBC Bank Plc,
Brussels Branch,
36 Boulevard du Souverain,
1170 Brussels,
Belgium

Account name: Bonhams 1793 Ltd - Client

IBAN: BE91 9490 0789 8176
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Successful bidders are asked to ensure they quote their lot number when settling a payment.

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Please be aware that buyer's 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.

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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.

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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 (important please read)

Collection of vehicles is available by appointment only – whether you intend driving the car away from the Circuit or via vehicle transport company. Bonhams personnel will be on site from Sunday 24 to Monday 25 May. Thereafter, all vehicle collections must be coordinated via our Transport representatives.

Due to a need to vacate the Circuit promptly, it is our strong recommendation that buyers appoint our transport agent Polygon Transport to handle their post-sale uplift and delivery logistics.

Their details are listed in the catalogue on page 2.

Damage

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

Nota Bene

The catalogue descriptions of lots in French are only a summary of the fuller descriptions in English. In case of dispute, the English versions will prevail.

INFORMATIONS GÉNÉRALES

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Bonhams est heureux de conseiller et de faire des enchères au profit de ses clients. Les lots seront achetés au prix le plus bas possible au regard des autres enchères ainsi que les prix minimums d'adjudication. Voir les conditions générales à la fin du catalogue pour plus d'information.

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Suite à la vente d'un lot, le prix d'achat global doit être réglé à Bonhams avant 12h00 le premier jour ouvrable après la vente. Les lots ne seront délivrés qu'après encaissement effectif des paiements.

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Les acheteurs sont priés de mentionner dans l'intitulé du transfert le numéro de leur lot au moment du règlement.

Pour des raisons de régulations des transferts d'argent internationaux, le nom du titulaire des moyens de paiement doit correspondre au nom inscrit sur la facture.

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Frais d'adjudication

Il est également rappelé aux acheteurs qu'une prime d'achat de 15% est payable sur chaque véhicule acheté dans la vente et est sujette à la TVA. Certains lots marqués d'un oméga (Ω) ou (*) à côté du numéro de lot sont sujets à de la TVA sur le prix d'adjudication en plus de la TVA sur les frais de vente.

Enregistrement à la vente

Pour identifier les enchérisseurs au cours de la vente, tous les acheteurs potentiels doivent remplir et signer un formulaire d'enregistrement à la vente.

Il sera demandé aux clients de fournir une preuve photographique de leur identité, carte d'identité, passeport, permis de conduire ainsi qu'un justificatif de domicile – facture électricité, gaz..., relevé d'identité bancaire, etc..

Les clients professionnels (entreprises) devront également fournir une copie de leurs statuts/ documents d'enregistrement de la société ainsi qu'une lettre de procuration autorisant un individu à enchérir au nom de la société.

Faute de fournir ces documents, il ne sera pas tenu compte de vos enchères. Pour les lots de plus grande valeur, vous pourrez également être amené à fournir une lettre de référence bancaire.

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Retrait des automobiles

(A lire, important)

Les véhicules pourront être retirés du Circuit sur rendez-vous uniquement que vous ayez l'intention de partir à leur volant où par l'intermédiaire d'un transporteur. Le personnel de Bonhams sera sur le site du dimanche 24 mai au lundi 25 mai. À partir de cette date, tous les enlèvements de véhicules devront être coordonnés par l'intermédiaire d'un de nos transporteurs.

En raison de la nécessité de libérer le circuit rapidement, il est vivement recommandé aux acheteurs de se mettre en rapport avec notre transporteur Polygon pour organiser les détails logistiques d'après-vente.

Leurs coordonnées sont mentionnées dans le catalogue en page 2.

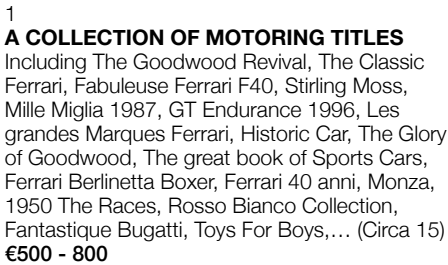
Domages

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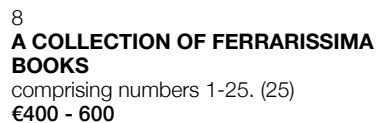
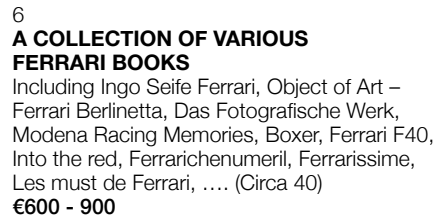
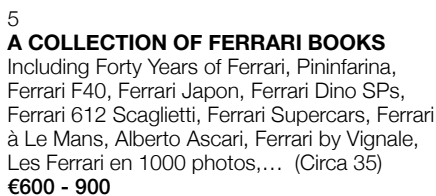
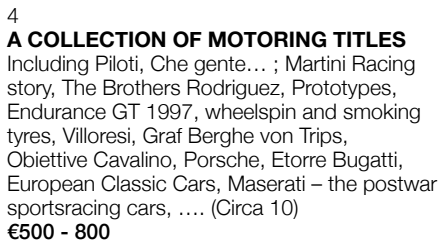
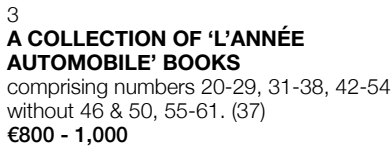
Nota Bene

Les descriptions des lots du catalogue en français sont seulement un résumé de la description complète en anglais. En cas de litige, les descriptions anglaises prévaudront.

12.30PM



comprising years 1980-1985 and 1996-2000.
(11)
€300 - 500





9
A 1:14 SCALE SCRATCH-BUILT MODEL OF THE
FERRARI 365 GTB DAYTONA COUPE BY BRIANZA
€800 - 1,100



10
A 1:14 SCALE SCRATCH-BUILT MODEL OF THE
FERRARI 365 GTS DAYTONA SPYDER BY BRIANZA
€800 - 1,100



11
A 1:14 SCALE SCRATCH-BUILT MODEL OF THE
FERRARI 275 GTB/4 COUPE BY BRIANZA
€800 - 1,100



12
A 1:14 SCALE SCRATCH-BUILT MODEL OF THE
FERRARI 275 GTS/4 SPYDER NART BY BRIANZA
€800 - 1,100

13
NO LOT



14
A 1:14 SCALE SCRATCH-BUILT MODEL OF THE
FERRARI DINO 246 GTS COUPE BY BRIANZA
€800 - 1,100



15
A 1:8 SCALE SCRATCH-BUILT MODEL OF THE
FERRARI 412P BY JAVAN SMITH
€2,000 - 3,000

MOTOR CARS

Lots 101 - 144

Further images of each lot can be found at:
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Ex-Mika Häkkinen, Ronnie Peterson Memorial Championship-winning
1982 FINNKART 85CC SF A1

Chassis no. 466



Mika Häkkinen in first position at the
 Ronnie Peterson Memorial, 1982



Karting has long been recognised as a gateway to success at the highest levels of international motor sport; many past Formula 1 World Champions started their careers in karts, as did the current title holder, Lewis Hamilton. This Finnkart was driven during 1982 by Finland's twice Formula 1 World Champion, Mika Häkkinen. Born in 1968, Häkkinen first raced karts when he was only five years old and won his first race in 1975. In 1981 he claimed his first major title: the Finnish Karting Championship (85cc Formula Mini Series) and moved on to the Formula Nordic 100cc class for 1983. He won that championship in his debut season and dominated the class for the next few years before moving on to Formula Ford in 1987, Formula 3 in 1989 and Formula 1 in 1991.

In 1982 Mika contested the Ronnie Peterson Memorial Championship and Finnish Karting Championship (Formula Mini Series) with this Finnkart, winning the former and finishing 2nd in the latter. It has not been driven since 1983. The Kart is offered for sale by Finnkart's proprietor, Petri Pirkola, who supplied it new to Mika back in the early 1980s. Offered with Mika's signed certificate of authenticity, it represents a rare opportunity for collectors to acquire a significant piece of this great Formula 1 Champion's personal history.

En 1982, Mika a participé au championnat du Mémorial Ronnie Peterson et au championnat de karting de Finlande (Formule Mini) avec ce Finnkart, gagnant le premier et terminant deuxième dans le second. Il n'a pas été conduit depuis 1983. Le kart est proposé à la vente par le propriétaire de Finnkart, Petri Pirkola, qui l'a vendu neuf à Mika au début des années 1980. Vendu avec le certificat d'authenticité signé par Mika, c'est une occasion unique d'acquérir une pièce d'importance intimement liée à l'histoire personnelle de ce grand champion de Formule 1.

€8,000 - 12,000

102

Ex-Mika Häkkinen, Finnish Championship-winning

1986 BIREL T17 135CC KART

Chassis no. 0125

Mika Häkkinen during the Finnish Championship



This Italian-built Birel kart was driven by Mika Häkkinen, who won his 4th Finnish Championship (Formula A 100cc class) with it in 1986. Häkkinen first raced karts when he was only five years old, winning his first race in 1975. In 1981 he claimed his first major title, the Finnish Karting Championship (85cc Formula Mini Series) and moved on to the Formula Nordic 100cc class for 1983, taking the title in his debut season. Häkkinen dominated the 100cc class for the next few years before graduating to Formula Ford, winning the Finnish, Swedish and Nordic championships in 1987. Moving up to Formula 3 for 1989, he showed equal promise, winning the prestigious British F3 Championship in 1990. After two relatively fruitless years with Lotus in Formula 1, he commenced an eight-year spell with McLaren in 1993, which would bring him back-to-back World Championships in 1998 and 1999.

Häkkinen used this kart for Formula A in Finland and Formula K abroad. The engine currently fitted is a 135cc Komet, which was used in the international class Formula K. This Birel has been retained by the vendor, Finnkart proprietor, Petri Pirkola, since Häkkinen's last kart race in Spain at the end of 1986. Offered with Mika's signed certificate of authenticity, it represents a rare opportunity for collectors to acquire a significant piece of this great Formula 1 Champion's personal history.

Häkkinen a piloté ce kart en Formule A en Finlande et en Formule K à l'étranger. Le moteur actuellement installé est un Komet de 135 cm³, utilisé pour la classe K internationale. Ce Birel a été en la possession du vendeur, Petri Pirkola, le propriétaire de Finnkart, depuis la dernière course d'Häkkinen en kart à la fin de la saison 1986, en Espagne. Vendu avec le certificat d'authenticité signé par Mika, c'est une occasion unique d'acquérir une pièce d'importance intimement liée à l'histoire personnelle de ce grand champion de Formule 1.

€8,000 - 12,000

1968 FIAT 850 SPECIAL SHELLETTE BEACH CAR

Coachwork by Giovanni Michelotti

Chassis no. 0975928

- One of only approximately 80 built
- Used at the Imperiale Palace Hotel near Portofino
- Fun for the coming summer months



Wonderfully redolent of La Dolce Vita Italy, the 'beach car' found favour as courtesy transport for patrons of luxury hotels and golf courses, or for use ashore after one had docked one's yacht on the Italian or French Riviera. Much rarer than Ghia's Jolly, the Shellette beach car offered here is the work of prolific stylist Giovanni Michelotti.

Originally built using DAF running gear, the Shellette was later based on the FIAT 850 and in this form was a much more practical and faster vehicle than the Jolly. Famous customers included the Dutch Royal Family, who used a DAF-based Shellette, and Jacqueline Onassis, who drove a FIAT-based model on the Onassis' private island of Skorpios. It is estimated that around 80 Shellettes of all types were built, with some ten believed to survive.

This rare Shellette was first owned by one Dino Fabbri of Milan, who sold it in 1968 to the Imperiale Palace Hotel in Santa Margherita Ligure on the Italian Riviera where it has remained ever since, serving as a beach car for VIP guests. Described by the vendor as in generally good condition, the Shellette is un-restored, though it should be noted that the original wicker seats have been replaced with wooden ones although that is obviously reversible. The car is offered with a bill of sale and a copy of its original Italian libretto. A fabric sunshade roof is included in the sale.

Cette rare Shellette (environ 80 exemplaires au total dont une dizaine de survivantes) fut initialement la propriété de Dino Fabbri, de Milan, qui la vendit en 1968 à l'Imperiale Palace Hotel de Santa Margherita Ligure sur la Riviera italienne où elle demeura jusqu'à maintenant, utilisée comme voiture de plage par les VIP. Décrite par le vendeur comme étant en bon état général, cette Shellette n'a pas été restaurée, mais on notera que ses sièges d'origine en osier ont été remplacés par des sièges en bois ce qui est évidemment réversible. Elle est offerte avec sa facture et une copie de son libretto italien d'origine. Un toit parasol en toile sera livré avec la voiture.

€20,000 - 30,000

104

1 of a mere 2 Spa Francorchamps official safety cars from the period '83-88

1979 ALFA ROMEO SEI SAFETY CAR

Chassis no. ZAR 119 A 0000001340

- Only 44,000 kms from new
- Presented in highly original condition with all its original special features still fitted
- Never road registered
- Early 1979 example

01

'1340' in action, Spa Francorchamps.

02

'1340' arriving at the scene of Stefan Bellof's fatal crash, Spa Francorchamps, 1985.



An early example manufactured on 19th March 1979, chassis number '1340' started its life in Blu Olandese with beige velvet seats and during its first three years was a demonstration and company car for Alfa Romeo Benelux in Brussels. At the end of 1982 it was loaned in a sponsor deal together with a sister car to the 'Union Mécanisée' at Spa Francorchamps where it served as safety car from 1983 till 1988.

Both cars were repainted white in time for the Belgian Formula 1 Grand Prix of 1983. At the same time they were equipped with Bilstein shock absorbers, Cibié Oscar driving lights, flashing lights on the roof, CB radio with antenna, and a 'home made' tow-bar. In 1988 both cars were replaced by new red Alfa 75s and were returned to the local Alfa Romeo dealer Goblet of Theux, where they had been maintained. This car was purchased by the late Mr Candy, a well-known local collector of Italian cars, and was stored till 2012. Unfortunately, the sister car appears to have disappeared.

Still wearing its slight 'battle scars' with pride, '1340' is very well preserved and is believed never restored or welded. After long-term storage a new exhaust has been fitted and the brakes and clutch re-commissioned, while the engine has benefited from new fluids, cam belt and water pump. The steel wheels were professionally refurbished and are wearing the original Pirelli tyres, still in good condition. All the equipment is genuine and some of the decals are hand-painted. The stickers on the sides are perfectly replicated and the Cibié and Bilstein decals are original. This Alfa Sei comes with its Belgian certificate of conformity, manuals, tool kit, service book and bill of sale by Alfa Belgium. Over the years, it covered 44,000 kilometres and was never previously road registered.

Un des premiers exemplaires - châssis n° 1340 - sorti le 19 mars 1979, cette Alfa Romeo qui débuta sous une livrée Blu Olandese et avec une sellerie de velours beige servit pendant trois ans de véhicule de démonstration et de direction chez Alfa Romeo Benelux à Bruxelles. À la fin de 1981, elle fut prêtée dans le cadre d'un accord de sponsoring et avec une sister car à l'« Union Mécanisée » de Spa Francorchamps où elle servit de voiture de sécurité de 1983 à 1988.

Les deux voitures furent repeintes en blanc pour le Grand Prix de Belgique de Formule 1 de 1983. À la même date, elles furent équipées d'amortisseurs Bilstein, de projecteurs longue portée Cibié Oscar, de feux clignotants sur le toit, d'une radio et d'une antenne CB et d'une barre de remorquage « maison ». « 1340 » a été bien préservée et ne semble pas avoir été restaurée ni réparée en carrosserie. Après un stockage prolongé, la voiture a reçu un échappement neuf, les freins et l'embrayage ont été refaits tandis que le moteur bénéficiait d'un changement des fluides, de la courroie de distribution et de la pompe à eau. Les roues en acier reconconditionnées professionnellement sont chaussées des pneus Pirelli d'origine encore en bon état.

Tous les équipements sont authentiques et certains décalques ont été peints à la main. Les stickers latéraux sont parfaitement reproduits, mais les décalques Cibié et Bilstein sont d'origine. Cette Alfa Sei est accompagnée de son certificat de conformité belge, de ses manuels, outillage, carnet d'entretien et facture d'Alfa Belgium. Elle a parcouru au total 44 000 km, mais n'a encore jamais été immatriculée.

€10,000 - 15,000

No Reserve

1974 LANCIA FULVIA 1600HF SERIES 3

Chassis no. 056826

Engine no. 2264689

- Rally-prepared example
- Extensively restored by specialists 'Epoca Ricambi' in Belgium
- Upgraded to the desirable 1600HF Group 4 version



Originally a Series 3 1300S, this Fulvia was purchased by a Mr Guido Michelini in Southern Italy in 2011 and brought back to Belgium where it was immediately sold. The Fulvia was then purchased by the current vendor and restored and transformed into a 1600HF Group 4 rally car, the work being carried out in January 2012 by Italian-car specialists Epoca Ricambi in Achène-Ciney, Belgium.

In November 2012, the engine from a 1969 Fulvia 1600 HF Series 1 was acquired and in February 2013 this was modified by Mr Francois Xavier Bourin, a rally specialist and president of the Scuderia Lancia France. Mr Bourin has rebuilt and tuned more than 100 Fulvia engines, and this one incorporates original Group 4 components. Noteworthy features include a Bosato cylinder head with new valves and seats; 300-degree camshaft; high-compression pistons; Group 4 manifold for the new Weber 45 DCOE carburettors; 123 electronic ignition; balanced crankshaft; HF connecting rods, lightened and balanced; new high-flow oil pump; and a complete Group 4 exhaust system. Power (considerably more than standard) is transmitted via a new 'short' five-speed racing gearbox. Only 4,500 kilometres have been covered since the engine rebuild's completion.

Elsewhere, the chassis has been sandblasted and epoxy painted, and all the running gear replaced. New de Carbon gas shock absorbers are fitted all round and the brakes have been up-rated with racing pads. The handbrake is of racing type. The interior is equipped with two racing-type bucket seats; a carbon fibre dashboard; MPO steering wheel; Trip Master; and a 4-point roll cage.

Other noteworthy features include an 85-litre fuel tank; an original Group 4 oil tank; Lexan side windows (11kg lighter); internal/external circuit breaker; and additional Cibie Oscar lights. The car also comes with four Minilite wheels shod with 6"x14" road tyres; four Minilite wheels shod with 6"x14" Avon A048 racing tyres; and four original wheels. Always kept in a dry environment, this highly modified Lancia Fulvia rally car is offered with sundry invoices, FIVA Identity Card, Contrôle Technique and Belgian Carte Grise de Collection.

Cette Fulvia, à l'origine une 1300 S série 3, a été achetée par M. Guido Michelini dans le sud de l'Italie en 2011 et ramenée en Belgique où elle a été immédiatement vendue. Elle a alors été achetée par le vendeur, restaurée et transformée en modèle de rallye 1600 HF Groupe 4, un travail effectué par le spécialiste des italiennes Epoca Ricambi d'Achène-Ciney, en Belgique, en 2012.

Le moteur d'une Fulvia 1600 HF série 1 de 1969 a été acheté en novembre 2012 et modifié en février 2013 par M. François Xavier Bourin, spécialiste du rallye et président de Scuderia Lancia France. La voiture est également vendue avec quatre roues Minilite montées en pneus route 6x14, quatre roues Minilite montées en pneus compétition Avon A048 6x14 et ses quatre roues d'origine. Toujours stockée dans un lieu sec, cette Lancia Fulvia de rallye largement modifiée est vendue avec diverses factures, sa carte d'identité FIVA, un contrôle technique et sa carte grise de collection belge.

€25,000 - 35,000

1975 AUTOBIANCHI ABARTH 58/70CV BERLINA COMPETITION TOURING CAR

Chassis no. 421667

- *Evocative name*
- *Pocket rocket*
- *Upgraded for competition*
- *No reserve*



Here we offer one of the more unusual former exhibits from lifelong Italian collector Fabrizio Violati's magnificent Maranello Rosso Collection museum in Falciano, San Marino. When the Fiat Group fully absorbed Abarth & C into their empire on October 15, 1971, one of their first new models to be introduced was the launch of the Autobianchi A112 Abarth which took place that September. This high-performance version of the A112 was promoted not as a modification of the basic production car by Abarth, but as a variant specially developed by Abarth in Turin for manufacture at the Autobianchi factory in Desio. The little touring car quickly carved itself a worthwhile market niche both at home in Italy and abroad.

Initially it emerged with a 982cc 4-cylinder transverse-mounted engine, breathing through a single twin-choke Weber 32DMTR carburettor and developing a claimed 58bhp at 6,600rpm. Subsequently, from January 1974, the A112 was upgraded to feature a 1070cc nominally 70-horsepower version of the side-camshaft, overhead-valve power unit. We have been unable to establish whether this example is the 982cc or 1070cc version.

This particular example has survived as an apparently quite well used stripped-out club racing car. It carries the Italian registration plate 'PD 410623' and a Carnet Vettura Italian national racing 'passport' document has survived with it. As with all cars that we offer from long-term museum display, we are unable to confirm the mechanical condition or completeness of this Lot.

Nous n'avons pas pu établir si cet exemplaire était une version 982 cm³ ou 1070 cm³.

Cet exemplaire particulier, très dépouillé, a apparemment fait l'objet d'un usage intensif dans des compétitions de club. Il porte l'immatriculation italienne PD 410623 et elle a conservé son passeport de compétition Carnet Vettura italien. Comme toutes les voitures ayant été exposées pendant de nombreuses années dans un musée, nous ne pouvons garantir son état mécanique ni confirmer qu'elle soit complète.

€8,000 - 12,000

No Reserve

CIRCA 1966 ABARTH 2000 SPORT SE 014 'TARGA FLORIO' RACING SPORTS-PROTOTYPE

Chassis no. SE 014-003

- Substantially complete
- Potent historic race car
- Maranello Rosso Collection



This most attractive Abarth was one of the later sports-racing cars to be displayed prominently within the Torinese marque's large section of the wonderfully well-focused Maranello Rosso Collection at Falciano in San Marino. While there is no paperwork documentation of any kind accompanying the Lot it does appear to very substantially complete, and it is equipped with a fuel-injected Abarth engine and transmission.

Its chassis is numbered 'SE 014-003' but the bodywork mounted upon it is of a later and far more modern aerodynamic design than the 1966-period '014' model, owing more to the 1971-series SE021 Sports Prototipo model which was finalised for that year's European 2-Litre Championship series of races.

To intrigue matters further the car as offered here is left-hand drive whereas the conventional driving position for the 1971-series cars was right-hand drive – as conventional for use on mainly clockwise motor racing circuits.

However, the sister 3000 Monotipo hill-climbing sports-prototype model of 1971 – with 3-litre V8 engine – was certainly left-hand drive. Furthermore, the 1970 hill-climb cars such as the 2000 Sport Spider used to great effect that year by Luigi Taramazzo, was also left-hand drive.

In any event, this substantially complete sports-racing prototype – with Fabrizio Violati/Maranello Rosso provenance and now emerging from hibernation – should be a welcome addition to historic racing grids in Europe and the rest of the world.

The Abarth SE014 featured the marque's entirely startling-looking 'Cuneo' or 'wedge'-shaped sports-prototype body design which emerged in 1969. The shape was heavily influenced by the demonstrable aerodynamic performance of the Lotus Type 56 gas-turbine engined Indianapolis single-seater Speedway cars of 1968.

Design was by Abarth's long-faithful chief engineer Mario Colucci, a long-time advocate of central engine mounting ahead of the rear axle line in direct conflict with the philosophy of his boss, Carlo Abarth, who always preferred overhung outboard engine mounting, behind the rear axle. Yet again, it was the Boss's views that prevailed in the first of the Abarth 'Cuneo' series of sports-prototype cars – the overhung-engined 2000 SE014 introduced early in the 1969 season.

In fact Colucci designed the car as a development of the successful 2000 Sport Spider SE010's multi-tubular spaceframe chassis, employing the same wheelbase length of 2085mm, but with the vehicle's overall packaging being much more compact, and minimized. Colucci then clothed the end result in the newly-conceived 'Cuneo' or 'wedge'-shaped body form.

Power was provided by Abarth's familiar 1946cc 4-cylinder 16-valve twin-overhead camshaft racing engine, producing some 250bhp at 8,700rpm. The bodyshell was hand-fashioned in-house at the Abarth Corso Marche factory by resident panel-basher Giuseppe Manera.



Overall weight was listed as only 560kg – 1,235lbs –and, driven by hill-climb specialist Edoardo Luaili Gabardi – the works car challenged former Abarth star Peter Schetty's latest factory Ferrari 212E Montagna flat-12 for the year's European Mountain Championship title. Please note this motor car has been a static exhibit on long-term museum display and will require re-commissioning and investigation to a lesser, or larger, extent before being returned to the track.

Cette très séduisante Abarth fut l'une des dernières sportives à avoir été exposée en bonne place dans la section de la marque turinoise de la collection Maranello Rosso de Falciano, à San Marin, au thème magnifiquement orientée.

Bien qu'aucune documentation de quelque sorte n'accompagne ce lot, il semble en grande partie complet, équipé d'un moteur à injection et d'une transmission Abarth. Il s'agit du châssis n° SE 014-003, mais la carrosserie installée est d'un dessin plus tardif, bien plus moderne et aérodynamique que le modèle 014 de la période 1966, et semble plus proche de la série de Sport-Prototype SE021 de 1971, réalisée pour le championnat d'Europe des 2 litres de cette année-là.

Pour rendre les choses un peu plus compliqué, la voiture proposée est équipée d'une conduite à gauche, alors que le poste de conduite de la série de voitures de 1971 était à droite, comme il est de tradition pour la plupart des circuits de compétition qui tournent dans le sens des aiguilles d'une montre.

Pourtant, le modèle Sport-Prototype 3000 Monotipo de course de côte de 1971 – équipé du V8 3 litres – était, lui, bien en conduite à gauche. De plus, les voitures de course de côte, comme le spider Sport 2000 que pilota avec succès Luigi Tarrazazzo cette année-là, était également à conduite à gauche. L'Abarth SE014 arborait l'étonnante carrosserie « cuneo » -autrement dit « en coin » - des Sport-Prototype de la marque, apparue en 1969. La forme avait été grandement influencée par l'efficacité aérodynamique de la monoplace Lotus Type 56 à turbine à gaz, engagée sur le circuit d'Indianapolis en 1968. En fait, Colucci avait conçu la voiture comme une évolution du très réussi châssis tubulaire à caisson du spider Sport 2000 SE010, reposant sur le même empattement de 2085 mm, mais avec un encombrement réduit, bien plus compacte. Colucci avait ensuite drapé le tout dans la toute nouvelle carrosserie en coin, dite « cuneo » en italien.

La puissance était fournie par le traditionnel 4 cylindres à 16 soupapes et double arbre à cames en tête de compétition de 1 946 cm³, développant 250 ch à 8 700 tr/min. La coque était façonnée à la main chez Abarth, dans les ateliers du Corso Marche, par le tôlier-formeur maison, Giuseppe Manera. Le poids total était donné pour seulement 560 kg et, pilotée par le spécialiste des courses de côte Edoardo Luaili Gabardi, la voiture d'usine se retrouva directement opposée à la Ferrari 212 E Montagna d'usine à moteur V12 à plat de l'ancien pilote vedette d'Abarth, Peter Schetty, dans le championnat d'Europe de la montagne cette année-là. Il est à noter que la voiture a été longtemps exposée statiquement dans un musée et devra dans une plus ou moins grande mesure subir une inspection et une révision, avant de reprendre la piste.

€125,000 - 175,000



**CIRCA 1977 ABARTH 'SE025FL'
EXPERIMENTAL FORMULE LIBRE
RACING/HILL-CLIMBING SINGLE-SEATER**

Chassis no. 025/0128

- One of only two single-seaters in the Maranello Rosso Collection
- Cheap to run
- Modestly priced track car
- No reserve



In 1972, Abarth & C's extremely capable chief designer, Mario Colucci developed another single-seater racing car chassis from his Formula Italia concept. This was the larger-engined Fiat-Abarth Formule Libre, which was to be powered by the Fiat 124 Rallye Spider 4-cylinder 1756cc engine, more highly-tuned than in rally configuration to develop as much as 170bhp at a lusty 6,200rpm.

As with the Formula Italia SE025 cars themselves, this new Formule Libre design employed the Lancia Fulvia five-speed transaxle gearbox. It appears that one car was built as an experimental prototype, and it was equipped with both large nose wings on each side and a rear wing extending laterally to the inner tyre sidewalls on each side, and mounted upon medium-height struts behind the engine bay.

It employed more robust suspension components, uprights, bigger wheels and tyres etc than the basic schoolroom class Formula Italia model from which it had been derived, and it is offered here as a most interesting and entirely distinctive competition car, still of undoubted sprint, hill-climb and track-day potential. The car appears to be complete, and has been preserved for many years on display in the legendary Maranello Rosso Collection museum in San Marino. As with all cars that we offer from long-term museum display, we advise expert inspection and preparation before a new owner attempts to run this car.

En 1972, le talentueux ingénieur-concepteur d'Abarth, Mario Colucci, conçut un autre châssis monoplace de compétition à partir de son concept de Formula Italia. Il s'agissait d'une version équipée du plus gros moteur de la Formule libre Fiat-Abarth, le 4 cylindres 1756 cm3 du spider Fiat 124 Rallye, plus puissant que la version rallye, développant 170 ch à 6 200 tr/min.

Comme les SE025 de la Formula Italia, ce nouveau concept de Formule libre utilisait la boîte de vitesse transaxle à cinq rapports de la Lancia Fulvia. Il semble qu'une seule voiture fut construite comme prototype expérimental, équipée avec les deux ailes à grosse ouïe de chaque côté et un large aileron arrière d'étendant jusqu'au bord intérieur des roues de chaque côté et monté sur un support de hauteur moyenne juste derrière le moteur.

Elle recevait des éléments de suspension plus robustes, des roues et des pneus de plus grande dimension que ceux des Formula Italia de base dont elle était dérivée, et elle se présente ici comme une voiture de compétition particulièrement intéressante et particulière, avec tout son potentiel pour les grands prix, les courses de côte ou le circuit.

Cette voiture, qui semble complète, a été conservée pendant de nombreuses années dans la mythique collection Maranello Rosso au musée de Falciano, à San Marin. Comme toutes les voitures ayant été exposées pendant de nombreuses années dans un musée que nous proposons, nous conseillons une inspection par un expert et une préparation avant que le nouveau propriétaire ne fasse usage de la voiture.

**€12,000 - 20,000
No Reserve**

1973 OSELLA PA2 / 2000 SPORT RACING SPORTS-PROTOTYPE

Chassis no. 015

- BMW engine
- Much potential
- No reserve



Vincenzo 'Enzo' Osella campaigned sports-racing cars for Abarth in the mid-1960s and grew his company to run as the Abarth-Osella team, which – in the early 1970s - became, in effect, the Abarth factory team. When Carlo Abarth sold his business to Fiat in 1971, Osella took over the sporting operations and established his own marque at Volpiano, near Turin.

Despite many wins in races and hillclimbs with his own version of the Abarth 2000 sportscar - notably with Arturo Merzario in the 1972 European 2-litre Championship of Makes - the sports-racing car market was always going to be relatively limited. Consequently, when Osella switched from using essentially Fiat-derived Abarth engines German BMW units he also diversified into Formula 2 single-seater competition. His designer Antonio Tomaini produced the Osella FA2 single-seater in 1974 in parallel with the PA2 sports-prototype as offered here. This particular car – offered here with 4-cylinder 2-litre BMW M12 power unit installed as a rolling chassis - was preserved for many years within the Maranello Rosso Collection museum at Falciano, San Marino, in which it was displayed beneath the associated bodywork also offered with this Lot.

The body panels do not, however, fit this particular chassis, while both are offered in generally good and well-preserved condition. As with all cars that we offer from long-term museum display we are unable to confirm the mechanical condition or completeness of such lots.

Cette voiture particulière – proposée ici avec un moteur 4 cylindres BMW M12 en châssis roulant – a été conservée pendant de nombreuses années dans la collection Maranello Rosso du musée de Falciano, à San Marin, exposée avec la carrosserie qui fait partie du lot.

Toutefois, les panneaux de carrosserie ne correspondent pas à ce châssis, mais tous deux sont en bon état général et bien conservés. Comme toutes les voitures ayant été exposées pendant de nombreuses années dans un musée, nous ne pouvons garantir son état mécanique ni confirmer qu'elle soit complète.

€35,000 - 55,000

No Reserve

CIRCA 1980 FORMULA FIAT-ABARTH RACING SINGLE-SEATER

Chassis no. SE033/041

- Stylish single-seater
- Cheap to run
- Modestly priced track car
- No reserve



Here we offer this example of the last Abarth car to be produced during the long and productive life of company founder and long-time principal, Carlo Abarth. During the spring of 1979, his Fiat-promoted replacement as company head of the former Abarth & C, Renzo Avidano, received a telephone call from his rugged former boss in Vienna. Carlo Abarth informed Avidano that he (Abarth) had been diagnosed with stomach cancer and that he wished to visit the Turin factory one final time.

Avidano had worked faithfully with the Austrian-born engineer/entrepreneur for some 25 years. He met his former superior and took him to the works where the old man studied the brand-new Formula Fiat-Abarth single-seater then under construction. He was critical of the way the car looked and, supported by another of his former colleagues, chief designer Mario Colucci he sat down with some cardboard and a pair of scissors and reworked the car's body shape – in the words of Abarth biographer Luciano Greggio: "...a touch here, a cut there, he worked for an hour in the role that he loved so much because he wanted to leave his mark one last time on a car which, deep down, he still felt was his... That was Carlo Abarth's last, almost mute contribution as a car designer and technician. He died in Vienna on 23 October, 1979...".

So here we offer this example of the last Abarth racing car upon which the great man himself actually had some input. Formula Fiat-Abarth used the transverse-mounted 1955cc 4-cylindr twin-cam engine from the Lancia Beta Monte Carlo with five-speed transmission, a Fiat Ritmo radiator, Fiat 131 steering components and dedicated bespoke suspension and brakes. Its hybrid semi-monocoque chassis featured multi-tubular spaceframe extremities. Power output was around 132bhp at 6,000rpm. A certificate of origin has survived with this car from its long period of preservation within the Maranello Rosso Collection museum in San Marino. As with all cars that we offer from long-term museum display we are unable to confirm the mechanical condition or completeness of this Lot.

Nous proposons ici cet exemplaire de la dernière Abarth de compétition sur laquelle le grand homme lui-même a été personnellement impliqué.

Cette voiture a conservé son certificat d'origine de sa longue période passée au sein de la collection Maranello Rosso à San Marin. Comme toutes les voitures ayant été exposées pendant de nombreuses années dans un musée, nous ne pouvons garantir son état mécanique ni confirmer qu'elle soit complète.

€12,000 - 18,000
No Reserve

111

From the Maranello Rosso Collection

1974 OSELLA PA3-5 / 2000 SPORT

Chassis no. 028

- *Potential package with lot 109*
- *Maranello Rosso Collection*
- *No reserve*



During the later 1970s, Abarth's reputation was defended across a broad spectrum of motor sport by a loyal clientele of private owners. Their cars were variously prepared, maintained, developed and modified by assorted mainly Italian specialists. At the beginning of 1971, Carlo Abarth had set up a separate organisation under the direction of entrepreneurially-minded engineer Vincenzo 'Enzo' Osella. He was tasked with maintaining and updating racing cars sold by Abarth to private entrants. This innovation was intended to counteract the growing impression that the works-entered cars would always be superior in specification and performance to those offered for customer sale.

Osella operated from a workshop in the Via Guastalla, Turin, and he went so far as to guarantee to his customers that their cars would be mechanically identical to the factory entries. He also distributed after-market parts and components to other tuners – all to bolster the belief that they had access to the self-same components as the factory itself.

Having made his name in racing with Abarth cars, Enzo Osella eventually took over the former factory's Abarth sports car programme once Fiat decreed that what had become their wholly-owned subsidiary should in fact concentrate upon engine R&D and the Fiat-cum-Lancia works rally campaign.

From 1974 Enzo Osella began to manufacture both sports-racing and single-seater competition cars under his own name. They should be regarded as products of an independent marque, as distinct from 'Abarth' itself, and this 1974 PA3-5 model formerly celebrated this life-change within the Abarth section of the magnificent Maranello Rosso Collection museum displays at Falciano, San Marino.

This car is offered here as a rolling chassis/body entity, its original BMW M12 4-cylinder racing engine having been removed, although its valuable Hewland FG400 transaxle gearbox is still installed. An Italian Carnet Vettura 'racing passport' accompanies the car as offered here.

Ce modèle PA3-5 de 1974 faisait partie de la section Abarth de la magnifique collection Maranello Rosso exposé au musée de Falciano, à San Marin.

La voiture est vendue comme un ensemble châssis roulant/ carrosserie, son moteur 4 cylindres BMW M12 a été démonté, mais sa précieuse boîte transaxle Hewland FG400 est toujours en place. Un passeport de compétition Carnet Vettura italien est vendue avec la voiture sous cette forme.

€18,000 - 26,000

1971 PORSCHE 911 2.4 S

Chassis no. 9112310558

Engine no. 6329090

- *Top-of-the-range 'S' model in the most desirable Targa version*
- *Highly sought-after 'Oelklappe' 1972 model*
- *Matching numbers*
- *Original colour scheme*



The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 16km/h to around 217km/h. By this time the models on offer had stabilised at three: the entry-level 911T, middle ranking 911E and top-of-the-range 911S, all of which were available as either a closed coupé or Targa convertible.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the air-cooled, 'flat six' engine underwent the first of many enlargements - to 2.2 litres. For 1972 all 911 variants received the 2.4-litre unit, which in 'S' specification produced a maximum of 190bhp. By this time the 911S also featured a five-speed gearbox (or four-speed Sportomatic) and 6" wheel rims as standard.

Two years after the coupé's introduction in 1964, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - had become available. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowable in the boot.



For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way. The much loved and instantly recognisable Targa finally bowed out at the decade's end when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999, only to make a reappearance in the 2014 range.

A matching numbers Belgian delivery car from new, this example finished in its original colour scheme of Sepia Brown and manual transmission 911S Targa, although originally delivered with 'sportomatic' transmission was restored in 2011 and is described by the vendor as in generally very good condition. The car which has always sported the factory option of Recaro style full black leather seats is offered with Belgian Carte Grise and Contrôle Technique.

Exemplaire à numéros concordants livré neuf en Belgique, dans ses couleurs d'origine brun Sepia avec transmission manuelle, cette 911 S Targa, bien que livrée d'origine avec une transmission Sportomatic, a été restaurée en 2011 et est décrite par son vendeur comme en très bon état général. La voiture qui a toujours été équipée des sièges optionnels entièrement en cuir de type Recaro est vendue avec sa carte grise belge et son contrôle technique.

€110,000 - 140,000

114

Three owners from new

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

Chassis no. E877746

Engine no. R6715-8

- *Original Italian delivery*
- *Beautifully restored*
- *Attractive colour combination*



'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 10mph or leaping into its 150mph 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 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. With a claimed 265bhp available from its 3.8-litre engine, the E-Type did not disappoint; firstly, because it weighed significantly less than the preceding 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.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This stunning E-Type Roadster was first registered in the Bologna province of Northern Italy, changing hands from grandfather to granddaughter in 1980 when it was registered in nearby Modena. The current vendor, a noted collector from Southern Italy, purchased the car in 2010 and is thus only its third owner. A comprehensive restoration of the body, interior and hood was carried out subsequently, while the engine was found to be in very good order and only required minor parts such as bearings, gaskets and valves. Only some 2,000 kilometres have been driven since the restoration, and like all cars in the owner's collection the E-Type has been kept in a dehumidified garage with tyre savers to avoid flat spots. Finished in white with red leather interior, the car is described as in generally excellent condition and offered with Italian libretto, Certificato di Proprieta and ASI certification.



Présentée en 1961, la Jaguar Type E fit sensation lorsqu'elle fut dévoilée avec ses lignes classiques et ses 240 km/h. La conception de la nouvelle venue devait en fait beaucoup aux sportives Type D victorieuses au Mans, un caisson monocoque formant sa structure principale, prolongé par une structure tubulaire à l'avant qui recevait le moteur.

Avec les 265 ch revendiqués par son moteur 3, 8 litres, la Type E ne décevait pas, d'abord en raison d'un poids sensiblement moindre que celui de sa devancière XK 150 et ensuite parce que l'aérodynamicien Malcolm Sayer avait versé toute l'expérience acquise avec la Type D dans l'une des carrosseries les plus efficaces et les plus élégantes qui ait jamais habillé une automobile. Aujourd'hui, les élégantes lignes de la Type E se retrouvent sur les Jaguar modernes et il ne fait aucun doute que la sublime création de William Lyons, le patron de Jaguar, figurerait dans n'importe quelle liste des dix plus belles voitures du monde de tous les temps.

Cet étonnant roadster type E fut immatriculé neuf dans la province de Bologne, au nord de l'Italie, passant des mains du grand-père aux mains de sa petite-fille en 1980, lorsqu'elle fut ré-immatriculée tout près, à Modène. Le vendeur, un collectionneur bien connu du sud de l'Italie, a acheté la voiture en 2010, devenant ainsi son troisième propriétaire seulement. Une restauration complète de la carrosserie, de l'intérieur et de la capote a alors été entreprise, tandis que le moteur, jugé en bon état, ne réclamait que le remplacement de quelques pièces mineures, les paliers, les joints et les soupapes.

Seulement 2 000 km ont été parcourus depuis cette restauration et, comme toutes les autres voitures de la collection du vendeur, la Type E a été remise dans un garage déshumidifié sur des chandelles afin d'éviter les méplats sur les pneus. Blanche avec intérieur en cuir rouge, la voiture est décrite comme étant en excellent état général et vendue avec son libretto, son certificato di proprietà italien et sa certification ASI.

€145,000 - 165,000

115

One of only 712 produced

1976 FERRARI 308GT BERLINETTA 'VETRORESINA'

Coachwork by Pininfarina

Chassis no. F106AB 19699

Engine no. F106A 021 00327

- *Italian delivery new*
- *Longterm private ownership*
- *Fully mechanically restored*
- *Ferrari Classiche application*



Introduced at the Paris Salon in 1975, the stunningly beautiful 308GTB – Ferrari's second V8-engined road car - marked a welcome return to Pininfarina styling following the Bertone-designed Dino 308GT4. The newcomer had changed little mechanically, retaining its predecessor's underpinnings and four-cam, 3.0-litre V8 engine, whose 255bhp was good enough to propel the 308GTB to a top speed of 240km/h (150mph).

Produced initially with dry sump lubrication and glassfibre (vetroresina) bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308GTB used steel after April 1977. The change brought with it a considerable weight penalty and consequent reduction in performance, as well as an increased susceptibility to corrosion. Naturally, anyone wanting to race a 308GTB started out with the vetroresina version if they could.

Further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

One of only 712 vetroresina 308GTB coupés produced, chassis number '19699' was sold new in Tuscany, Italy and purchased in 1983 by the immediately preceding owner, who kept it until 2014. Imported into Belgium by the current owner, this matching numbers car then received a full mechanical restoration by Ferrari specialist GIPIMOTOR in Brussels.



Works carried out include a full engine and gearbox overhaul (timing belts changed and synchros replaced); replacement of all seals; overhaul of the suspension, steering and brakes; repairs to the wheels; and replacement of numerous parts to include Michelin XWX tyres, water pump, battery, etc.

The engine and coachwork are both in excellent condition, the latter carefully detailed, and the car retains its original air conditioning and tape player. Restoration invoices totalling almost €40,000 from 2015 come with the car together with Italian libretto and registration cancellation; Automotoclub Storico Italiano registration card; Belgian importation documents and Contrôle Technique; registration form; photographs of the engine rebuild of 2006 and others taken in 2012; numerous services invoices; a handbook and documents folders. Ferrari Classiche certification has been applied for and should have arrived by the end of May.

A wonderful opportunity to acquire a restored example of this rare and most desirable version of the iconic 308GTB.





Le châssis numéro 19699, un des 712 coupés 308 GTB à carrosserie en résine produits, a été vendu neuf en Toscane et acheté en 1983 par le précédent propriétaire qui l'a conservé jusqu'en 2014. Importé en Belgique par son actuel propriétaire, la voiture a subi une restauration mécanique complète par le spécialiste Ferrari Gipimotor de Bruxelles.

Les travaux comprennent une révision complète du moteur et de la boîte (courroies de distribution changées et synchros remplacés), remplacement des joints, révision de la suspension, de la direction et des freins, réparation aux roues et remplacement de nombreuses pièces, dont les pneus Michelin XWX, la pompe à eau, la batterie, etc.

Le moteur et la carrosserie sont tous deux en excellent état, cette dernière ayant fait l'objet d'un soin méticuleux et la voiture est équipée de son air conditionné et de son lecteur de cassettes d'origine. Les factures de restauration de 2015 qui s'élèvent à près de 40 000 € sont fournies avec la voiture, de même que le Libretto et l'annulation de l'immatriculation italienne, la carte d'adhésion à l'Automotoclub Storico Italiano, les papiers d'importation en Belgique et le contrôle technique, la fiche d'immatriculation, des photos de la réfection du moteur en 2006 et d'autres prises en 2012, de nombreuses factures d'entretien, un manuel et un dossier de documents. La demande de certification Ferrari Classiche est en cours et devrait arriver fin mai.

Une excellente opportunité d'acquérir un exemplaire restauré de cette version séduisante de l'emblématique 308 GTB.

€190,000 - 230,000



116

Single family ownership for the last 27½ years

**1970 FERRARI 365GTB/4
'DAYTONA' BERLINETTA**

Chassis no. 13315

- Rare 'plexiglass' example
- EU delivery
- Original colour scheme
- Marcel Massini report on file







The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1-2-3 finish by the Ferrari 330P4 at that circuit in 1967. The influential shark-nosed styling was by Pininfarina's Leonardo Fioravanti, later the famed carrozzeria's director of research and development, who later revealed that the Daytona was his favourite among the many Ferraris he designed. The bonnet, extending for almost half the car's total length, was complimented by a small cabin and short tail; the overall effect suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello.

An unusual feature of the show car was a full-width transparent grille panel behind which sat the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production, with deliveries of cars to this specification getting under way in mid-1970. Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary Scaglietti, in Modena.

The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at 7,500rpm, with 318lb/ft of torque available at 5,500 revs. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved.



The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focussed on delivering nothing less than superlative high performance.

With a top speed in excess of 170mph, the Daytona was the world's fastest production car in its day, and surely is destined to occupy the front rank of high-performance sports cars for the foreseeable future. A mere 1,300 Berlinetta models and 123 Spyder convertibles had been made when Daytona production ceased in 1973.

Its accompanying Massini Report reveals that chassis number '13315' was completed on 4th April 1970 and originally finished in Rosso Rubino with Nero leather interior. Later that same month the Ferrari was delivered to the dealership of Romeo Pedini in Perugia, Italy and on 30th May was sold to its first owner, Augusto De Megni of Perugia. De Megni kept the car for the next four years before selling it in April 1974 to one Nicola Campanile, a resident of Naples. The Daytona next changed hands in May 1975, passing to Mrs Maria Rosario Ascione of Naples. Its fourth owner, Ciro Nappi of Naples, bought the Ferrari from Mrs Ascione in March 1976.



Repainted yellow, the Daytona appeared at the Raid Ferrari d'Epoca meeting at Modena in September 1981 driven by Antonio Carrotta of Naples, entered by Scuderia Vesuvio (competitor number '29'). The current vendor, only the fifth owner in 45 years, purchased the Daytona from Ciro Nappi in November 1987. Now repainted in its original colour of Rosso Rubino, '13315' has covered some 80,000 kilometres from new and is described by the private vendor as in generally good original condition. The car is offered with its operating/maintenance handbook and Italian Libretto di Circolazione, Estratto Cronologico, ACI Pubblico Registro Automobilistico and Foglio Complementare.

Le rapport Massimi joint au dossier signale que le châssis n° 13315 fut achevé le 4 avril 1970 et peint initialement en Rosso Rubino avec intérieur en cuir Nero, comme actuellement. Dans le mois, la voiture fut livrée au distributeur Romeo Pedini à Pérouse (Italie) et vendue le 20 mai à son premier propriétaire, Augusto De Megni de cette même ville. De Megni conserva la voiture pendant quatre ans avant de la céder en avril 1974 à un certain Nicola Campanile, résidant à Naples. La Daytona changea de main en mai 1975, achetée par Mme Maria Rosario Ascione de Naples. Son quatrième propriétaire, Ciro Nappi de Naples acheta la Ferrari à cette dernière en mars 1976.



Antonio Carrota with '13315' in Modena, September 1981

Repeinte en jaune, la Daytona apparut au raid Ferrari d'Epoca à Modène en septembre 1981 aux mains d'Antonio Carrota de Naples, engagée par Scuderia Vesuvio (sous le n° 29). Le vendeur actuel, le cinquième seulement en 45 ans, acheta la Daytona à Ciro Nappi en novembre 1987. Actuellement repeinte dans sa teinte d'origine, « 13315 » qui a couvert environ 80 000 km depuis l'origine est décrite par le vendeur (privé) comme étant en bon état général d'origine. La voiture est accompagnée de son carnet d'entretien et du Libretto di Circolazione italien, de l'Estratto Cronologico, de l'ACI Pubblico Registro Automobilistico et du Foglio Complementare.

€600,000 - 800,000



117

1 of only 105 examples

1965 ALFA ROMEO 2600 SPRINT ZAGATO COUPÉ

Coachwork by Carrozzeria Zagato

- *Rare design by Carrozzeria Zagato*
- *Believed unrestored condition*
- *6 cylinder Alfa Romeo engine*

Chassis no. 10612AR856015



Introduced in 1962, the 106-Series '2600' range was a direct replacement for the preceding 102-Series '2000' cars. Carrozzeria Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively, both of which looked like their 2000 predecessors, whose chassis design and body styles were retained albeit with minor revisions and improvements.

At the same time a relative handful of '2600' chassis were bodied as coupés by OSI and Zagato to their own designs. Of striking appearance, the Sprint Zagato version's body was constructed entirely from steel, yet the car was approximately 136kg lighter than the standard 2600 Sprint, resulting in superior acceleration and lighter steering.

In place of the '2000' series old, long-stroke, 2.0-litre four there was a new, 2,584cc, twin-cam six-cylinder engine clearly descended from that of the immensely successful Giulietta. A maximum output of 145bhp was claimed for this unit when installed in the Sprint Coupé and Spider, good enough for a top speed of around 125mph.

Cars Illustrated magazine reckoned this magnificent power unit 'one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience.' Rarest of these two high-performance variants was the Spider, a total of only 2,155 being produced between 1962 and 1965, while the Sprint Zagato, with only 105 built, was even more exclusive. Today this rare and hitherto under-appreciated model is becoming increasingly sought after by discerning Alfisti.



Finished in white with black leather interior, this un-restored Sprint Zagato is described as in generally very good condition, though we are advised that there is a slight leak from the water pump. The original instruction manual and a sales catalogue come with the car.

D'un modèle rare (105 unités construites) et recherché, cette Alfa Romeo 2600 Coupé Sprint Zagato peinte en blanc avec intérieur en cuir noir et non restaurée est présentée comme étant en très bon état général à l'exception d'une légère fuite à la pompe à eau. La voiture est accompagnée de son manuel d'utilisation et d'un catalogue commercial.
€150,000 - 220,000



1986 FERRARI TESTAROSSA

Coachwork by Pininfarina

Chassis no. 62173

- *Desirable early single-mirror '86 model*
- *A nice example of Ferrari's 1980's flagship supercar*
- *EU specifications*
- *Recently serviced*



Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

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

Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. This left-hand drive chassis number '62173' was exported new to the USA where it found its first owner in 1987, but was supplied in the desirable European specification, without the local market's emissions equipment. Although resident in Illinois, the first owner kept the Ferrari in Florida as did the second, Wisconsin-based owner, who acquired the car in 2012.

It is understood that both of these owners were pilots who kept the Testarossa at their holiday homes and registered it out of state. The current vendor is the car's fourth owner. In its first 10 years the Ferrari covered 39,000 miles and in the last 18 years it has covered only a further 26,000 miles. In May 2013 the Testarossa was serviced by the IAG Ferrari dealership in Florida at a cost of \$6,031, the works including a change of cam belts.



Since then the car has covered approximately 4,000 miles. Finished in Rosso Corsa with Crema leather interior, this fine early and desirable example of the legendary Italian supercar is described as in generally excellent condition. We can confirm that import duties have been paid.

Le châssis « 62173 » à conduite à gauche a été exporté neuf aux Etats-Unis où il trouva son premier propriétaire en 1987 bien qu'il ait été livré aux normes européennes, configuration plus recherchée, c'est-à-dire sans les équipements antipollution requis dans ce pays. Résidant dans l'Illinois, le premier propriétaire conserva cette Ferrari en Floride, comme le deuxième, du Wisconsin, qui acquit la voiture en 2012.

Ces deux propriétaires étaient des pilotes qui gardaient la Testarossa dans leur résidence de vacances et qui l'immatriculaient dans un autre état. Le vendeur actuel est le quatrième propriétaire de la voiture. Au cours des dix premières années, la Ferrari a parcouru 39 000 miles (environ 63 000 km) et pendant les 18 dernières, 26 000 miles (42 000 km environ) seulement.

En mai 2013, la Testarossa a fait l'objet d'un entretien par le distributeur Ferrari IAG en Floride pour un montant de USD 6 031, travaux comprenant le changement des courroies de distribution. Depuis, la Ferrari n'a couvert que 4 000 miles (6 400 km).

Peinte en Rosso Corsa avec intérieur en cuir crème, ce bel exemplaire d'une supercar italienne légendaire est décrit comme étant en excellent état. On notera que les droits de douane à l'importation ont été acquittés.

€110,000 - 130,000

119

Ex-Dutch 'Rijkspolitie' section AVD (Algemene Verkeers Dienst)

PORSCHE 911 CARRERA 3,2 LITRES TARGA 1986

Chassis no. WPOZZZ91Z6S141619

Engine no. 63G05831

- Original 'Rijkspolitie' example
- Fully equipped with the original 'Rijkspolitie' features
- Matching numbers
- Rare survivor



Porsche revived the evocative Carrera name - previously used for the competition orientated versions of the preceding 356 model - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 variants, co-incidentally with the introduction of the 3.2-litre engine, from the start of the 1984 model year. The revived name was part of a major revamp of the long-running 911, now selling better than ever, development of which had slowed while Porsche concentrated on meeting the ever increasing demand.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming.

An ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 231bhp, 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph, with 100mph reachable in a breathtaking 13.6 seconds.



The 'Rijkspolitie' team with their newly delivered duty vehicles, car number 43 is clearly visible - 1986

No major changes were made to the bodyshell, though there was a new front spoiler with integral fog lamps, while the number of models on offer remained at three: Coupé, Targa and Cabriolet. Thirty years on, Carrera 3.2s are now highly sought after and for very good reason, though finding one is not that easy.

Designated as car number '12.43', this 911 Carrera remains in highly original condition. The car retains its original engine, which is highly unusual as they were often replaced, together with the original black interior and front and rear bumpers. It also has the original sirens and other police equipment, while the body has been refurbished and re-sprayed in the original white livery. A total of 127,218 kilometres is currently displayed on the odometer.

Included with the car is a Dutch police force book; assorted paperwork; a 1:43 scale model of the 1986 police car; an original police uniform and helmet; two spare door panels; measuring equipment; alcohol tester; original camera; warning lights; 'STOP' sign; VHF radio, etc. All equipment is connected and in working order with the exception of the radio, which has been disabled for legal reasons. Described by the vendor as in generally good condition, this rare AVD Porsche is offered with Dutch registration papers and valid technical inspection.



Portant le matricule 12.43, cette 911 Carrera est globalement dans son état d'origine. Elle a toujours son moteur d'origine, ce qui est rare car ils étaient souvent remplacés, ainsi que son intérieur noir et ses pare-chocs avant et arrière. Elle a encore sa sirène et d'autres équipements de police, tandis que sa carrosserie été restaurée et repeinte dans sa livrée blanche d'origine. Le compteur affiche un total de 127 218 kilomètres.

Un manuel des forces de police est vendu avec la voiture, ainsi qu'un assortiment de documents, une miniature au 1/43 de la voiture de police de 1986, un uniforme et un casque de policier authentiques, deux panneaux de porte de rechange, un alcootest, une caméra d'origine, des feux de sécurité clignotants, un radar, un panneau « STOP », une radio VHF, etc. Tous ces équipements sont fonctionnels à l'exception de la radio, neutralisée pour des raisons légales. Décrite pas son vendeur comme en bon état général, cette rare Porsche AVD est vendue avec une immatriculation hollandaise et un contrôle technique valide.

€90,000 - 130,000



Agent Bob ter Haar with no. 43 on duty in the summer of 1988



1971 PORSCHE 2.7-LITRE 914/6 COUPÉ

Chassis no. 9141430071

- *Desirable 6 cylinder model*
- *Beautifully restored*
- *Restoration invoice on file*



Porsche's strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabrück. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia while Porsche was looking for another option to add to its line-up.

First seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411 while the 914/6 was powered by the Porsche 911T's 2.0-litre six, which was installed at the Zuffenhausen factory where the 914/6 was finished off. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox.

The 914's reputation for excellent handling was somewhat marred by criticism that the four-cylinder version was too slow, though lack of speed was never a shortcoming of the 914/6. Porsche being Porsche there was, inevitably, a competition version of the 914/6 – the 914/6GT – a small batch of which was built in 1970.

The GT's engine was tuned for around 220bhp, while glassfibre panels and Plexiglas windows helped get the weight down, and dramatically flared arches accommodated wider wheels. In addition, the factory offered a GT kit that could be ordered with a regular 914/6 to be installed by designated Porsche dealers.



The GT version had demonstrated that the 914/6 chassis could handle a greatly increased power output, which is perhaps what prompted a previous owner to install a 2.7-litre, 215bhp Porsche 911 engine in this example. Finished in blue metallic with black leather interior, this very special car was completely restored in July 2008, the entire operation costing not less than €69,500 (copy of invoice on file).

In addition to the larger-than-standard engine, the car is equipped with Fuchs wheels, sports suspension, an improved radio and tinted windows, and has a perfect Targa roof. Purchased from Germany by the current vendor, the Porsche comes with restoration invoices and a DEKRA Certificate, and is said to run excellently, with unbeatable manoeuvrability and perfect ride: a 'Boxster' before its time.

La VW-Porsche 914 de 1969 ayant fait preuve d'un excellent comportement dynamique, Porsche en dérivait une version à moteur six cylindres (914/6) puis une variante GT en 1970. Celle-ci ayant montré que le châssis 914/6 pouvait recevoir un moteur plus puissant, un précédent propriétaire installa un moteur Porsche six cylindres 2,7 litres de 215 ch dans cette voiture.

Peinte en bleu métallisé avec intérieur en cuir noir, cette voiture très spéciale a été totalement restaurée en juillet 2008 pour un coût total de €69,500 (copie de la facture au dossier). Outre le moteur plus généreux que celui d'origine, la voiture est équipée de roues Fuchs, de suspensions sport, d'une radio de qualité supérieure et de glaces teintées et son toit Targa est impeccable. Achetée en Allemagne par le vendeur actuel, cette Porsche est accompagnée de ses factures de restauration et d'un certificat de DEKRA (contrôle technique). Son fonctionnement est qualifié d'excellent, sa manoeuvrabilité d'imbattable et son confort de parfait : une « Boxster » avant la lettre.

€75,000 - 125,000

121

Only 66,000 kms from new

**1992 PORSCHE 911 CARRERA RS
TYPE 964 COUPÉ**

Chassis no. WPOZZZ96NS491086

Engine no. 62N81685

- *Arguably the purest of all RS-models*
- *Spiritual successor to the legendary 2.7 Carrera RS*
- *Highly sought after and collectible*
- *EU delivery from new*
- *Presented in very original, 'unverbastelter' condition*
- *Single private ownership since 2001*





Representing a major step forward in the development of Porsche's perennial 911, the Carrera 4 and Carrera 2 ('Typ 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. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 267kmh with 100kmh attainable in 5.6 seconds.

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1991 Porsche introduced the 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 Europe only, though there was a lower-specification 'RS America' for the United States market. There was also a Touring version that kept most of the road equipment fitted to the standard Carrera.





The Carrera RS retained the 3.6-litre engine, albeit boosted in maximum output to 260bhp and equipped with a lightened flywheel for improved response. The G50/10 five-speed transmission featured closer ratios, an asymmetrical limited-slip differential and steel synchromesh, while the suspension was lowered and stiffened. The interior was stripped out completely and the power steering, power windows and seats, rear seats, air conditioning, cruise control, sound deadening material and stereo system removed. Two lightweight racing bucket seats were fitted instead.

The front bonnet was made of aluminium and the chassis was seam welded, while the side windows were made from thinner and lighter glass. Rounding off this radical exercise in weight reduction, the Carrera RS was equipped with 17" Cup magnesium wheels. The result was a total weight saving of around 150kg compared to the Carrera 2, transforming the RS into a faster, more agile and responsive car. 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. Excluding America and RSR variants, only 2,051 units of the Typ 964 Carrera RS were produced, with approximately 10% being Polar Silver like that offered here.

This example was sold new in Italy on 11th March 1992, subsequently passing to Surjid Chatterjee, an optometrist from Exeter, UK. A Porsche enthusiast, Mr Chatterjee arranged the necessary changes for UK MoT certification such as headlight lenses and an MPH speedometer (the odometer remains in kilometres).

The current owner purchased the car in November 2001, since when it has been used primarily for touring from the UK to France, Germany, Italy and Switzerland, always being driven in a mature manner. An Alpine stereo and two door speakers were added for touring purposes but can easily be removed. There is a front stabiliser bar attached to the front strut towers and the engine has been fitted with a 'mild' chip (original with the car). The interior features tri-colour leather seats and signature red safety belts.

The Carrera has always been stored under cover in a purpose-built warehouse and always hand washed. To the owner's best knowledge, it has never been used on a racetrack, raced or crashed. The paintwork remains original. A 48,000-mile major service has just been completed; new Michelin Pilot Sport tyres fitted; and the original magnesium wheels refurbished at a cost of £3,000. In addition, the engine bay has been detailed recently (post-photography). Rare and highly desirable, this exclusive Porsche Carrera RS comes complete with its original books, tools, paperwork and service receipts.



Cette voiture vendue neuve en Italie le 11 mars 1992 devint ensuite la propriété de Surjid Chatterjee, optométriste à Exeter (Royaume-Uni). Passionné de Porsche, M. Chatterjee fit procéder aux modifications nécessaires à la mise en conformité aux règlements du Royaume-Uni afin de passer le MoT : changement des projecteurs et compteur de vitesse en mph (le totalisateur demeurant en kilomètres).

L'actuel propriétaire acheta la voiture en novembre 2001 et l'utilisa principalement lors de randonnées touristiques entre le Royaume-Uni et la France, l'Allemagne, l'Italie et la Suisse en la conduisant de façon très responsable. Un système stéréo Alpine et deux haut-parleurs qui ont été ajoutés en vue de cette utilisation touristique peuvent être aisément déposés. On notera la présence d'une barre anti-dévers avant entre les tourelles de suspension et le moteur a été doté d'une cartographie « calme » (d'origine sur la voiture). L'intérieur se distingue par une sellerie tricolore en cuir et des ceintures de sécurité rouge.

La Carrera a toujours été stockée à l'abri dans un garage dédié et lavée à la main. Aux dires du vendeur, elle n'a jamais couru sur piste ni ailleurs et n'a jamais été accidentée. La peinture est d'origine. Un entretien complet vient d'être effectué à 48 000 miles, des pneus neufs Michelin Pilot Sport ont été montés et les roues d'origine en magnésium ont été reconditionnées pour un coût de £3 000. En outre, le compartiment moteur a été récemment remis en état. Rare et très recherchée, cette exclusive Porsche Carrera RS est accompagnée de ses manuels d'origine, de son outillage, de ses documents et d'attestations des travaux d'entretien effectués.

€185,000 - 235,000

1951 JAGUAR XK120 ROADSTER

Chassis no. 671084

Engine no. W2345-8

- *Purest of the Jaguar XK lineage*
- *Matching numbers*
- *Desirable rear spats*



'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminium structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

Its stunning appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis featuring independent front suspension by means of wishbones and torsion bars, a live rear axle and drum brakes all round. The car's heart was, of course, the fabulous XK engine. Conceived in wartime and intended for Jaguar's post-war range-topping saloon, the 3.4-litre six embodied the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. When installed in the lightweight XK120, the result was a car with a phenomenal power-to-weight ratio and blistering performance.

The XK120 set new standards of comfort, roadholding and performance for British sportscars and in keeping with the Jaguar tradition there was nothing to touch it at the price. Coupe and drophead coupe versions followed, and for customers who found the standard car too slow, there was the Special Equipment package which boosted power from 160 to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.



An ex-California matching numbers car, this XK120 roadster was imported into the Netherlands in 1996 and completely restored over the course of the next 19 years, the work being completed in 2015.

Finished in grey with red leather interior, the car is described by the vendor as in very good condition and offered with a US Certificate of Title.

Ancien résident de Californie, ce roadster à « numéros concordants » a été importé aux Pays-Bas en 1996 et complètement restauré au cours des 19 dernières années, le travail ayant été achevé en 2015.

Gris avec intérieur en cuir rouge, la voiture est décrite par le vendeur comme étant en très bon état général et est vendue avec un certificat de titre américain.

€90,000 - 120,000



1965 JAGUAR E-TYPE 4.2-LITRE 'SERIES 1' ROADSTER

Chassis no. 1E10156

- *Early 4.2 Litre Roadster*
- *Factory hard-top*
- *Quality restoration*



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

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

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.

Manufactured in late 1964 and delivered to the USA in 1965, this early left-hand drive '4.2' was subsequently exported to Vicenza, Italy in the 1990s where it remained with the same owner until 2014. The Italian owner carried out a full restoration. Finished in dark midnight blue with matching leather interior, blue hardtop and blue convertible hood, the car is described by the vendor as in excellent condition, apparently having only been used occasionally since the rebuild's completion. Offered with German registration papers.



Construite fin 1964 et livrée aux Etats-Unis en 1965, cette « 4.2 » à conduite à gauche du début de série fut ensuite exportée au début des années 1990 à Vicence en Italie où elle connut le même propriétaire jusqu'en 2014. Celui-ci entreprit alors une restauration totale. Peinte en bleu nuit avec intérieur en cuir assorti, hard top et capote bleu, la voiture est décrite par le vendeur comme étant en excellent état, n'ayant apparemment été utilisée qu'occasionnellement depuis cette restauration. Documents d'immatriculation allemands.

€120,000 - 160,000



124 *

1988 PORSCHE 959 COUPÉ

Chassis no. WPOZZZ95ZJS900191

- *1st registered owner from new*
- *Covered less than 26,000kms from new*
- *Extremely original example*
- *Rarest and most revolutionary Porsche*
- *1980's supercar in its 30th anniversary year*









Conceived in the early 1980s as a four-wheel-drive Group B competitor, the Porsche 959 was first displayed in 'concept car' form at the 1983 Frankfurt Motor Show, and despite the subsequent abandonment of the events for which it had been intended, entered limited production in 1987. Representing the ultimate in automobile design, the 959 successfully adapted state-of-the-art racing technology for road use, and even today its specification remains unparalleled.

At the car's heart was a unique, 2,849cc version of the classic, six-cylinder, air-cooled 'boxer' engine equipped with water-cooled, double-overhead-camshaft, four-valve cylinder heads. The latter had been developed initially for the 1981 Le Mans-winning 936, and were further refined on the even more successful 956/962 that triumphed at La Sarthe every year from 1982 to 1987. In 959 specification this formidable twin-turbo-charged unit produced 450bhp, an output which, combined with the lightweight composite body's drag coefficient of just 0.32, proved sufficient to propel the 959 past 195mph and on to the front rank of all-time supercars.





The 959's sophisticated four-wheel-drive six-speed transmission paved the way for that of the Carrera 4; computer controlled, it provided variable torque split with alternative programmes for dry, wet, icy or off-road conditions. Ride height was electrically controlled, the ABS brakes delivered race-car levels of retardation and the run-flat tyres were monitored for pressure loss, all of which made for a car faster than just about anything else on the road yet, in the Porsche tradition, was comfortable, practical and reliable. Indeed, with its electric windows and mirrors, climate control, electric heated seats and superb stereo system, the 959 rivalled many a limousine for luxury.

Although its Group B raison d'être had ceased to exist, the Porsche 959 did achieve one major competition victory, René Metge and Dominique Lemoyne winning the gruelling Paris-Dakar Rally in 1986 in their works 959 with similar cars in second and seventh places, while the race-developed variant finished seventh at Le Mans that year, winning the IMSA GT2 class. In total, fewer than 300 of these exclusive supercars were made - the official factory figure is 292.

This Porsche 959 was delivered from the factory to the Otto Glöckler official Porsche dealership in Frankfurt, Germany and first registered on 5th May 1988. The car was personalised by the addition of stripes, and was driven by Mr Otto Glöckner himself.

The current vendor is the only owner after the Porsche Centre Glöckler. In 1991 the vehicle came to Switzerland as a duty-free admission when its owner moved there, this being the only way to register a Porsche 959 in that country. One of very few Porsche 959s currently resident in Switzerland, the car was registered in Ticino ('TI 169 450') and in 1997 relocated to Gstaad.



A total of only 25,428 kilometres is recorded on the odometer and the car is described by the private vendor as in generally very good condition, as one would expect given this modest usage. The most recent major service was carried out in November 2014 at Porsche Service Center Gstaad, Pichler GFG AG (see bill for CHF13,559 on file). Additional documentation consists of the original Vehicle Identity Card and service booklet (with four stamps) and a Swiss Carte Grise. Surely an opportunity not to be missed for the serious Porsche aficionado in the 30th year of this landmark model when it was first presented at the 1985 Frankfurt Motor Show.

Cette Porsche 959 fut livrée par l'usine à la concession Porsche Otto Glöckler de Francfort (Allemagne) pour une première immatriculation le 5 mai 1988. Au début la voiture personnalisée par ajout de bandes décoratives fut conduite par M. Otto Glöckler lui-même. Le vendeur actuel est le seul propriétaire après le Centre Porsche Glöckler. En 1991, la voiture importée en Suisse fut admise en exemption pour le modèle lorsque son propriétaire s'y installa, seul moyen d'immatriculer une Porsche 959 dans ce pays. Une des rares 959 suisses, la voiture fut immatriculée dans le canton de Ticino (« TI 169 450 ») puis transférée à Gstaad en 1997.

Un total de 25 458 km est enregistré au compteur et le vendeur décrit la voiture comme étant en très bon état général comme on peut s'en douter étant donné la modestie du kilométrage parcouru depuis l'origine. L'entretien complet le plus récent a été effectué en novembre 2014 au Porsche Service Center Gstaad, Pichler GFG AG (voir la facture d'un montant de CHF 13 559 dans le dossier).

La documentation comprend en outre la carte d'identité originale du véhicule, le carnet d'entretien (portant quatre tampons) et la carte grise suisse. Une superbe occasion pour les amateurs de ce modèle dans sa trentième année suite à sa présentation au Salon de Frankfurt en 1985.

€700,000 - 900,000

125

Ex-Eddy Joosen, Jean-Claude Andruet, Dirk Vermeersch
1981 Spa-Francorchamps 24 Hours Class Winner and 2nd Overall

1981 BMW 530i COMPETITION SALOON

Chassis no. JUMA 1025

- *Extensive race history with Team Joosen Racing*
- *Still very competitive in historic racing today*
- *Stunning period livery*



In 1977, Antwerp-based BMW racing specialist Juma entered a BMW 530i in the Spa 24 Hours race, which was driven to victory by Belgian star Eddy Joosen and ace French rally driver Jean-Claude Andruet. Further attempts to win the Belgian classic were made in 1978, 1979 and 1980 with a new car built for each season. For 1981, the final year before the FIA changed the racing regulations to Group A, Juma once again built a new 530i, on this occasion with Bastos backing.

The drivers were Joosen, Andruet and Dirk Vermeersch who, benefiting from Juma's technology and experience, and the 530i's superior handling and braking, were firm favourites for overall victory that year. The Juma BMW led the race during the night but the team suffered a setback early in the morning when Dirk Vermeersch missed the 'Bus Stop' chicane and ignored a marshal's instructions while proceeding down the escape road. His penalty was exclusion, leaving Joosen and Andruet to drive the rest of the race unsupported.

The car continued to lead until early in the afternoon when, with Andruet at the wheel and heading for a victorious finish, a rocker arm broke with only one hour to go and the car had to stop at the pits. Nevertheless, Andruet was determined to finish strongly and brought the BMW home in 2nd place overall, winning the over 2,500cc Class. This would represent the start of 17 years of Bastos-BMW partnership.

At the end of 1981 the Bastos-BMW was sold to a privateer and raced for a few more seasons before being put in storage in 1987, where it would remain for 20 years. The car on offer is the original Juma car driven at Spa by Joosen, Andruet and Vermeersch. In 2010 it received a full 'last nut and bolt' restoration by LM-Engineering during which particular care was taken to retain the period Juma features. The roll cage and fuel cell have been replaced to meet FIA regulations, while the seat, harness and fire extinguisher are up to date and the car is 'on the button'. The BMW is built according to FIA homologation number '1713' (M535 1982 Gp2) making it fully eligible for historic racing such as Touring Car Masters, HTC by Peter Auto, etc.





Throughout 2013 and 2014 the car was tested, developed and maintained by GGA Classic Motorsport in France and now is ready to go racing once more. It is fitted with a period-correct specification 3.5-litre BMW M30 engine producing 295 horsepower on triple Weber carburetors, and is finished in the evocative Bastos livery. A rare opportunity to acquire an iconic, ready-to-race Juma Bastos BMW with Spa Francorchamps race history.

En 1981, dernière année avant un changement de règlement définissant le nouveau Groupe A, Juma, spécialiste BMW d'Anvers en Belgique prépara une nouvelle BMW 530i avec le soutien financier de Bastos. La BMW mena toute la nuit à Spa et, pilotée par Andruet, termina deuxième au général et première de la catégorie « plus de 2 500 cm³ », malgré l'exclusion d'un de ses trois pilotes et un culbuteur cassé.

Fin 1981, la Bastos-BMW fut cédée à un concurrent privé et courut jusqu'en 1987 avant d'être stockée pendant vingt ans. La voiture proposée est la voiture originale de Juma pilotée à Spa par Joosen, Andruet et Vermeersch.

En 2010, elle bénéficia d'une restauration « jusqu'au dernier boulon » par LM-Engineering avec le souci de préserver les préparations Juma d'époque. L'arceau-cage et les outres à carburant ont été changés en fonction des nouveaux règlements de la FIA, tandis que le siège, le harnais et l'extincteur répondent aux normes actuelles. La voiture démarre « au quart de tour ». Cette BMW est construite conformément à l'homologation - sous le n° 1713 (M535 1982 GP2) - qui la rend totalement éligible pour les épreuves historiques comme le Touring Car Masters, le HTC de Peter Auto, etc.



Pendant les années 2013 et 2014, la voiture fut testée, mise au point et entretenue par GGA Classic Motorsport en France et se présente prête à courir de nouveau. Équipée du moteur BMW M30 3, 5 litres correct donnant 295 ch avec trois carburateurs Weber, elle se présente sous la livrée Bastos bien connue. Une rare occasion d'acquérir une Juma Bastos BMW emblématique prête à courir accompagnée d'un prestigieux historique accumulé sur le circuit de Spa Francorchamps.

€120,000 - 160,000

01
In action 'JUMA 1025' at Spa Francorchamps.

02
'Juma 1025' in the pitstop at Spa Francorchamps.

03
In action 'JUMA 1025' at Spa Francorchamps.

1969 MCLAREN M6GT COUPÉ

Chassis no. M6GT-2 R

- *Believed 1 of only 3 examples built*
- *1st owned by McLaren Cars*
- *Ex-David Prophet, John Starkey*
- *FIA-registered*



The Ford Motor Company's 1960s campaign to challenge Ferrari and win the Le Mans 24-Hour Race required not just innovative engineers but also the assistance of some of the world's finest drivers, among them experienced F1 star Bruce McLaren. At around the same time New Zealander McLaren was establishing his own team in England and developing the first of the cars that would bear his name, the McLaren M1 sports-racer, developments of which, in the form of the mighty M6 and M8, would later dominate the legendary Can-Am series.

His experience of driving the Ford GT40 had convinced McLaren of the street potential of such a car, which could also be homologated for Group 4 sports car racing. What's more, he had the ideal basis for such a project in the form of his simple yet highly effective Can-Am sports-racer, the M6. The result was the McLaren M6GT coupé. Only three cars were built, two being converted from M6 Can-Am cars and the other being built from the ground up as a closed coupé by McLaren's partner Trojan, who were responsible for manufacturing the customer M6B cars. That car was shipped to the USA for the New York Auto Show and subsequently sold to Ted Peterson who used it as Bruce intended, on the road. Bruce too used one on the road but, sadly, there would be no more M6GTs, the project being abandoned after his tragic death in 1970.

Its accompanying FIA papers (issued November 1997) state that the example offered here was first owned by McLaren Cars followed by well-known racing driver David Prophet, who had previously raced a McLaren-Elva. Campaigned at various European circuits throughout the 1969 season, Prophet's appears to be the only McLaren M6GT with any competition history, racing at Magny-Cours, Dijon, the Norisring, Hockenheim, Crystal Palace and Wunstorf, its only win coming at Crystal Palace in August. Two further owners are listed on the FIA papers: Nigel Allbon (1987) and John Starkey of La Jolla, California (1994).

Restored in 1996 while owned by John Starkey, the M6GT has recently been on display in the showrooms of McLaren Newport Beach in California. The car is powered by a 5.0-litre Chevrolet V8, aspirated via a quartet of Weber 45IDA carburettors and driving via a Hewland LG600 gearbox. Described by the vendor as in generally good condition, this ultra-rare sports-racing GT car is offered with the aforementioned FIA papers and a bill of sale.



Cette voiture a été envoyée aux États-Unis pour le salon de New York et ensuite vendue à Ted Peterson qui l'utilisa sur route, ce pour quoi Bruce McLaren l'avait conçue. Bruce s'est également servi d'une autre M6 sur route, mais, malheureusement, il n'y eut pas d'autres M6 GT, le projet étant abandonné après son tragique décès en 1970.

Les papiers de la FIA (datés de novembre 1997) vendus avec la voiture, précise que l'exemplaire proposé à la vente fut d'abord la propriété de McLaren Cars, puis du pilote bien connu David Prophet, qui avait autrefois couru sur McLaren-Eva. Engagée sur plusieurs circuits européens, la voiture de Prophet semble bien être la seule M6 GT à avoir été engagée en compétition, ayant couru à Magny-Cours, à Dijon, au Norisring, Hockenheim, au Crystal palace et à Wunstorf, sa seule victoire ayant été acquise au Crystal Palace en août. Deux propriétaires successifs sont répertoriés sur la fiche de la FIA, Nigel Allbon (1987) et John Starkey de La Jolla, en Californie (1994).

Restaurée en 1996, alors qu'elle était aux mains de John Starkey, cette M6 GT a été récemment exposée dans le show room McLaren de Newport Beach, en Californie. La voiture est animée par un V8 Chevrolet de 5 litres, alimenté par quatre carburateurs Weber 45 IDA et entraînée par une boîte de vitesses Hewland LG600. Décrite pas son vendeur comme en bon état général, cette sportive extrêmement rare est vendue avec les papiers FIA et une facture de vente.

€190,000 - 230,000



127

One of a mere 524 examples produced

1973 FERRARI 365GT4 2+2

Coachwork by Pininfarina

Chassis no. 17293

- *Ferrari's rare and very desirable 2+2 model*
- *Interior presented in highly original condition*
- *Fully mechanically sorted at no expense spared*



'Most important was the double overhead cam engine. Like Rolls-Royce, no horsepower figure was quoted, but surely it was at least 320. More important was its massive amount of torque. Taken together with the turbine-like characteristics of the V12 engine, it mattered little which gear one was in or at what speed.' – Stanley Nowak on the 356GT4 2+2, *'Ferrari on the Road'*.

By the mid-1960s, 50 percent of all Ferraris produced were being built with four seats, and the 365GT4 2+2, introduced towards the end of 1972, was the biggest and best equipped of this family of four-seaters that had begun with the 250GTE back in 1960. Flagship of the Maranello range, it reaffirmed Ferrari's determination to compete with the world's finest luxury saloons. Based on the preceding 365GT 2+2, albeit lower, longer and wider, the newcomer was fitted with a four-cam version of the 4.4-litre V12 engine while retaining its predecessor's mechanical underpinnings.

Thus the '4' featured all-independent suspension featuring Koni's self-levelling system at the rear while further refinements included mounting the engine and drive train in rubber bushes to insulate the car's occupants from noise and vibration, and offering air conditioning and ZF power-assisted steering as standard equipment. A total of only 524 had been completed by the time production ceased in 1976.

This Ferrari 365GT4 was delivered new to Switzerland where it remained for many years before passing to the second owner in Greece. Copies of the Swiss and Greek registration documents are on file. In 2011 the car was bought by the current vendor, who had it extensively mechanically rebuilt by Klassik Garage Kronberg of over a three-year period (2011-2014) at no expense saved, as evidenced by invoices totaling more than €50,000 in the history file. Currently displaying a believed-genuine total of approximately 83,000 kilometres on the odometer, this beautiful Ferrari four-seater is 'on the button' and ready to go.



Cette Ferrari 365 GT4 livrée neuve en Suisse y demeura de nombreuses années avant de passer aux mains de son deuxième propriétaire en Grèce. Son dossier contient les copies des documents d'immatriculation dans ces deux pays.

En 2011, la voiture fut achetée par l'actuel vendeur qui fit reconditionner sa mécanique par Klassik Garage Kronberg sur une période de trois ans (2011-2014) et sans considération de coût comme le montrent les factures jointes dont le total dépasse €50 000. Affichant actuellement 83 000 km au compteur – kilométrage vraisemblablement exact - cette superbe Ferrari à quatre places prête à prendre la route démarre « au quart de tour ».

€100,000 - 140,000



128

Original Left Hand Drive EU delivery new

**1958 ASTON MARTIN DB MARK III
SPORTS SALOON**

Coachwork by Tickford

Chassis no. AM300/3/1577

Engine no. DBA/1189

- *Ultimate evolution of the DB2/4 series*
- *Delivered new to Majestic Autos in Paris*
- *Matching numbers*
- *Long term private ownership*
- *Believed original interior*





Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose gave the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowl panel ahead of the driver.

The engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version.

Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

If that still was not enough, customers could opt for more a powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburetors and produced 180bhp or 195 with the twin exhausts. This engine was fitted to 47 cars.

Unbeknown to many, the DB MkIII is another 'James Bond' Aston Martin, appearing in Ian Fleming's novel 'Goldfinger', though by the time the book made it to the screen the DB5 was the current model, so that was used instead.



Its accompanying copy order form reveals that left-hand drive chassis number '1577' was delivered new via Garage Mirabeau, Aston Martin agents for France, and first owned by Monsieur Robert Labouchere of 52 Avenue des Champs Élysées, Paris. The colour scheme is recorded as Ice Blue with black Connolly leather interior trim, and the car came equipped with disc front brakes and Alfin rear drums. It is noted that it was re-sprayed Fiesta Red in September 1961. The car has since been refinished in pale blue/green while the black leather interior is believed original.

For many years '1577' belonged to the well-known Aston Martin collector Jean Louis Hebert in France, and was subsequently sold to the current vendor. The Aston must have been restored some time ago but still presents in very good condition. Representing a rare opportunity to acquire a highly original left-hand drive DB Mark III retaining matching numbers, the car comes with a copy of Swiss registration papers dated 1959; a copy of French registration papers dating 2007; and a copy of the aforementioned order form.



Détail souvent méconnu, la DB MkIII est une autre Aston Martin « James Bond » car elle apparaît dans le roman de Ian Fleming « Goldfinger », mais du fait qu'au moment de l'adaptation de l'ouvrage à l'écran, la DB5 était commercialisée, c'est cette dernière qui fut retenue pour figurer dans le film.

La copie du bon de commande qui l'accompagne révèle que ce châssis à conduite à gauche n° 1577 fut livré neuf par l'intermédiaire du Garage Mirabeau, importateur Aston Martin pour la France, à son premier propriétaire, M. Robert Labouchère, 52 avenue des Champs Élysées à Paris. Les teintes choisies étaient Ice Blue pour la caisse et noir pour la sellerie en cuir Connolly, la voiture étant livrée avec des freins avant à disque et des tambours arrière Alfin. On notera qu'elle fut repeinte en Fiesta Red en septembre 1961. Par la suite, la voiture a été repeinte bleu clair et vert, la sellerie en cuir noir étant très probablement d'origine.

Longtemps, « 1577 » fut la propriété du collectionneur français d'Aston Martin bien connu Jean-Louis Hébert avant d'être cédée au vendeur actuel. L'Aston qui a bénéficié d'une restauration il y a déjà un certain temps se présente toujours en très bon état général. Rare occasion d'acquérir une DB Mk III à conduite à gauche dans un état d'origine remarquable et avec numéros concordants, la voiture est accompagnée d'une copie des papiers d'immatriculation suisses de 1959, d'une copie des papiers français de 2007 et d'une copie du bon de commande mentionné ci-dessus.

€180,000 - 240,000

129 *

1965 LANCIA FLAMINIA 'SUPER SPORT' 2.8-LITRE 'DOUBLE BUBBLE' COUPÉ

Coachwork by Carrozzeria Zagato

Chassis no. 826232002066

- One of only 187 examples produced
- Double bubble roof



This striking Zagato-bodied Lancia Flaminia Sport 3C Coupé features the Milanese styling house's renowned 'double bubble' body form in which low overall lines and a rounded streamlined shape are achieved by the simple but ingenious device of convex head-clearance roof bulges above each front seat.

One of the oldest and most respected of automotive design firms, Zagato was quick to exploit the popularity of the new GT racing category after WW2, supplying factory teams and catering for the privateer scene with road-able cars that could be driven competitively on the racetrack come the weekend. The creator of some of the most memorable designs of this, arguably Zagato's most productive period, was Ercole Spada. Favouring soft fluent, aerodynamic lines, Spada introduced the sawn-off tail on the Alfa Romeo Giulia Tubolare Zagato and was also responsible for the Alfa Romeo Giulietta and 2600 SZs. His creations on Lancia chassis included the Zagato Sport/Super Sport variants of the Flavia, Fulvia and Flaminia.

Introduced at the 1956 Turin Motor Show, the Flaminia retained its Aurelia predecessor's mechanical layout, though Lancia's traditional 'sliding pillar' independent front suspension gave way to a more modern double wishbone arrangement. Aurelia carry-overs were the 60-degree, 2,458cc, overhead-valve, V6 engine and De Dion rear transaxle with inboard brakes.

The Zagato-bodied Sport and Super Sport models shared a shortened wheelbase with the Touring-styled GT/GTL coupes and the Convertible, and all featured disc brakes and increased power. A 2,775cc engine was introduced for 1963, by which time the sportier Flaminias were capable of around 210km/h (130mph), while a high-performance triple-carburettor '3C' induction set-up was available as an option and is fitted to this car. A limited-slip differential was standard equipment and the Flaminia Super Sport was one of the first cars to benefit from servo-assisted disc brakes all round. Lancia's top-of-the-range Gran Turismo, it came very well equipped and was priced at the same level as a Maserati or Aston Martin. Marcello Mastroianni, Italy's most popular male film star, had his pick of the world's finest cars and he chose a Flaminia Super Sport Zagato. It was a proven design, refined and well equipped, possessing superb performance. It also had sufficient charisma to appeal to an international heartthrob.



Restored between 1990 and 2000, the car is finished in dark blue with red leather interior, though further investigation would be required in order to establish the original colour combination and its country of delivery. It should be noted that the engine is neither the original nor of the correct type for a Lancia Flaminia Super Sport Zagato.

The car starts and idles correctly, the engine feeling responsive and revving smoothly, while the gearbox feels precise. However, there is some noise when in second gear. It would be fair to say that the body and paintwork would benefit from some refurbishment. Modern racing-type seat belts are fitted and there is a regularity-type chronometer on the dashboard.

Accompanying documentation consists of the purchase invoice (2008), Contrôle Technique (passed September 2014), Swiss Carte Grise and a quantity of maintenance invoices for the period 2008-2014 totalling more than 80,000CHF. A reproduction owner's manual is included in the sale.

La voiture, restaurée entre 1990 et 2000, est bleu foncé avec intérieur en cuir rouge, mais il serait intéressant de mener une enquête pour connaître sa couleur d'origine et son pays de livraison. Il est à noter que le moteur n'est pas celui d'origine et ne correspond pas au type de celui d'une Lancia Flaminia Super Sport Zagato.

La voiture démarre et tourne parfaitement au ralenti, le moteur paraît réactif et prend ses tours en douceur, la boîte de vitesse semble précise. Des bruits suspects apparaissent pourtant en seconde.

Il faut avouer que la carrosserie et la peinture auraient besoin d'être rafraîchies. Des ceintures de sécurité modernes, type compétition, ont été installées ainsi qu'un chronomètre de régularité sur le tableau de bord. Les documents fournis avec la voiture comprennent la facture d'achat (2008), un contrôle technique (passé en septembre 2014), une carte grise suisse et un tas de factures d'entretien couvrant la période 2008-2014 pour un montant total de 80 000 francs suisses. Une reproduction du manuel est incluse dans le lot.

€175,000 - 225,000

130

Schwetzingen Concours d'Élégance class-winning

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

Chassis no. 878722

Engine no. R9119-9

- *Restored to a very high level*
- *Matching numbers*
- *Desirable 'Series 1' 3.8-Litre example*



'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 10mph or leaping into its 150mph 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 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150.

With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.



This beautiful, matching numbers E-Type Series I Roadster was sold new in the USA via Jaguar Cars, New York to its first owner, J A Archer. In June 1990 the car was imported into Germany where it has remained with the same owner ever since.

Between 2000 and 2011 the E-Type underwent a total, 'body off', professional restoration; the body, engine, gearbox, rear axle, brakes (upgraded), electrics, instruments, seats, hood, exhaust, wheels, etc all being rebuilt. Related invoices and a photographic record of the restoration are on file.

Its owner's efforts were duly rewarded when his E-Type won the 'Best Restoration' award at the Schwetzingen Concours d'Élégance in 2010 (1960-1970 sports cars class). Described by the vendor as in 'like new' condition, the car is offered with aforementioned restoration records, Jaguar Heritage Certificate, German registration papers and TÜV.

Ce superbe roadster Type E série 1 à numéros concordants a été vendu neuf aux États-Unis par Jaguar Cars de New York à son premier propriétaire, J. A. Archer. En juin 1990, la voiture était importée en Allemagne où elle est restée aux mains du même propriétaire depuis.

Entre 2000 et 2011, la Type E a subi une restauration professionnelle complète, avec « mise à nu ». La carrosserie, le moteur, la boîte de vitesses, le pont arrière, les freins (améliorés), le circuit électrique, les instruments, la sellerie, la capote, l'échappement, les roues, etc... ont tous été refaits. Les factures correspondantes et un reportage photographique de la restauration figurent au dossier.

Les efforts de son propriétaire ont été dûment récompensés lorsque sa Type E a reçu le prix de la « meilleure restauration » au concours d'élégance de Schwetzingen en 2010 (catégorie sportives des années 1960-1970). « Comme neuve », selon son vendeur, la voiture est vendue avec le dossier de restauration mentionné plus haut, le certificat du Jaguar Heritage et ses papiers d'immatriculation allemands ainsi que son TÜV.

£140,000 - 180,000

131 *

*The Ex-Jürgen Oppermann/Otto Altenbach/Loris Kessel
Obermaier Racing – first Porsche home at Le Mans*

**1990-93 PORSCHE TYPE 962C
ENDURANCE RACING COMPETITION COUPE**

Chassis no. '962-155'

- 1 owner from new sports prototype
- Continuous history
- Always Porsche Works maintained
- Only car to ever race at Le Mans
with the official ACO livery



Here we are privileged to offer a great modern-classic competition Coupe, manufactured by the renowned German marque of Porsche. It is an outstanding example of their peerless Porsche 962, the Group C and IMSA GTP-racing design which was introduced towards the end of 1984, and which was still capable of winning premier-league International endurance races ten long years later...

By that time the Porsche 962 had won the Le Mans 24-Hour no fewer than three times (on the last occasion badged as a Dauer-Porsche); the FIA World Sports Car Championship twice; the North American IMSA GTP Championship every single year between 1985 and 1988; the European InterSerie Championship from 1987 to 1992 inclusive; and the All-Japan Sports Car Championship repeatedly, between 1985 and 1989.

The Porsche 962 was a development of the preceding Type 956 and like its predecessor was intended for both IMSA GTP racing in the USA and Group C competition in Europe. An aluminium monocoque chassis was used, braced by a steel roll cage, while the engine was an air-cooled flat six. Always turbo-charged, the latter varied in capacity according to the prevailing regulations and would later be redesigned to incorporate water-cooling. One of the reasons that the Porsche 962 remained competitive for so long was the fact that it underwent extensive development by private teams.

The example featured here – chassis number ‘962-155’ – must today be unique in that it was sold by the factory – with a 3.0-litre works engine – to its first owner in 1990 and that self-same private owner has since retained the car over the entire intervening 25-year period until today.

Campaigned as-new by Obermaier Racing, ‘962-155’ now offered here made its public race debut on August 18, 1991, in the World Championship-qualifying 430km race at the Nürburgring, finishing a fine 4th overall. It was co-driven that day by Jürgen Oppermann/Otto Altenbach, wore race number ‘59’ and was finished in Team Salamin Primagaz livery. On October 13, 1991, the car returned to full-blooded competition in the year’s second Zeltweg-Hinterstoisser, Austria, round of the European InterSerie Championship, winning Heat Two in the hands of Jürgen Oppermann.

The car’s greater moment of glory was, however, surely on the weekend of June 19-20, 1993, when it was driven by the German/Swiss trio of Jürgen Oppermann/Otto Altenbach/Loris Kessel (a former F1 driver) in the Le Mans 24-Hour race – and finished seventh overall.





Having qualified ninth fastest during pre-race practice '962-155' here nearly did not start the race at all. Having no sponsor for the event, its private owner decided that to have the car finish-prepared bearing the distinctive logo and colour scheme of 'Les 24H du Mans' the official organisers' livery – which created an immediate furore with the official Automobile Club de l'Ouest in authority who refused to let the car start in that livery, despite its crew's excellent qualifying time and position on the starting grid. The owner steadfastly refused to change the car's fresh livery and the matter became a confrontational stand-off between him and the ACO.

Quite incredibly – considering the French Club's implacably authoritarian attitude established over so many decades of their great race's long history – it was they who finally gave in and allowed the car to start.... and right they were to do so, as the German/Swiss machine ran brilliantly well to achieve that 7th-place finish overall, headed only by the three victorious factory-entered Peugeots, three works Toyotas. Thus the Obermaier Racing-entered '962-155' offered here was the first Porsche to finish at Le Mans in that 1993 24-Hour classic – a very fine achievement for any privateer.

As offered here and according to Mr. Otto Altenbach the then principal at Obermaier Racing, the engine installed today is an original 3.2 litre engine supplied by the Porsche factory. It has been run for only a mere 11-12 hours since its last full factory rebuild, whereas the estimated engine life between rebuilds for these power units is fully 60 hours. Thus '155's engine as offered is estimated to be potentially 'on the button' for close on another 50 hours before it should require its next full service. The TAG electronic engine management system fitted was also only ever proposed by the works and all past services were carried out only at the Stuttgart factory. As by 1991 the model was starting to gain age, solely for this car when it competed at Le Mans, the factory fitted it with carbon fiber brakes together with the completely revised and accordingly adapted suspension.

This Porsche 962 was to be the only car ever to compete at Le Mans in this 'official' 24-Hours livery. Having otherwise seen very little strenuous use in its long life beyond its brief - but actually very successful race history – having benefited from continuous maintenance within its caring single private ownership since delivery 25 years ago – the sale of this magnificent Coupe now represents a unique opportunity to acquire not only a Zeltweg-Hinterstoisser (today known as the Osterreichring) -winning Porsche, but also a unique part of Le Mans racing history.



01, 02 and 03
Chassis 962-155, Le Mans 1993 © The GP Library

When the FIA Group C-regulation Porsche 956 Coupe was first developed in late 1981, Porsche planned parallel race programs to contest both the World Sports Car Championship and the North American IMSA GTP Championship series. However, when IMSA shelved acceptance of the original 956 design, citing safety reasons because the driver's foot pedals were exposed to crash damage ahead of the front-axle center line, Porsche extended the basic 956's wheelbase length to accommodate the pedals abaft the front axle centreline. They also took the opportunity to build-in an integral steel roll cage into the new aluminium-panelled chassis. Porsche's selected Type-935 2.8L flat-6 engine – derived from the 934 – was air-cooled and featured a KKK Type K36 turbocharger instead of the twin K27 devices specified for the preceding Group C-regulation 956, as twin-turbo systems were not IMSA GTP-accepted at that time.

Subsequently, by mid-1985, a replacement 3.2-litre fuel-injected flat-6 power unit would be produced for the 962, improving the model's competitiveness against Jaguar's latest XJR V12-engined Coupes. However it would not be until 1986 that the 2.6-litre 956 engine was replaced for World Sports Car Championship use, for which a variety of 2.8, 3.0 and 3.2-litre variants were deployed, each with twin-turbocharged induction.

The cars run under WSC regulations used the Porsche 962C designation to distinguish them from their IMSA GTP sisters. The 3.2-litre unit was eventually disallowed by IMSA in 1987, but for 1988, to compete with the threat from factory-backed Nissans and to mollify the Porsche teams who threatened to abandon the American series, water-cooled twin-turbo Porsche power units were re-admitted, though with 36mm diameter induction restrictor plates now mandatory.

It is understood that Porsche manufactured some 91 of these Typ 962 racing Coupes 1984-1991, of which 16 were campaigned by the factory team as true works cars, while the balance of 75 were sold to private customers. Some 956s were rebuilt with the lengthened monocoque chassis as 962s, with two being previously written off and four others simply rebuilt. Three badly damaged 962s were also rebuilt to re-emerge under new chassis number identities. Due to the high demand for 962 parts, some aluminium chassis were built by Fabcar in the United States before being shipped to Germany for completion.



Championship titles won by teams campaigning the 962 included International WSC honours in 1985 and 1986, the IMSA GTP Championship title for four successive seasons from 1985 to 1988, the European InterSerie Championship 1987-1992, all four years 1986-89 of the SuprCup series and the All-Japan Sports Prototype Championship from 1985 until 1989 inclusive.

The 962 Coupes also dominated the American IMSA-series entry lists well into the 1990s, won both the 1986 and 1987 Le Mans 24-Hour races (co-driven by works drivers Derek Bell, Hans-Joachim Stuck and Al Holbert on both occasions) and in subsequent Dauer 962 configuration would win yet again in 1994.

It should be noted that the car is offered with the Porsche factory bill of sale, a photo documented file of Le Mans 1993 and further substantial factory invoices as well as several spare parts which include a front section, a rear wing, several sets of wheels, carbon brakes and specific carbon fibre brake accessories. Bonhams highly recommend close inspection of this 'one owner' 'from new' Porsche 962.

Nous avons maintenant le privilège de vous proposer un prestigieux coupé de compétition classique moderne construit par la réputée marque allemande Porsche. Il s'agit d'un exemplaire exceptionnel de son incomparable Porsche 962, type homologué en Groupe C et en compétition IMSA GTP, lancé vers la fin de 1984 et toujours capable de vaincre au plus haut niveau international en endurance dix ans plus tard...

À ce moment-là, la Porsche 962 avait remporté les 24 heures du Mans pas moins de trois fois (la dernière sous l'écusson Dauer-Porsche), le Championnat du Monde FIA pour Voitures de Sport deux fois, le Championnat IMSA GTP nord-américain tous les ans de 1985 à 1988, le Championnat d'Europe Intersérie de 1987 à 1992 inclus et le Championnat du Japon pour Voitures de Sport consécutivement de 1985 à 1989.

La Porsche 962 résulta du développement de la Type 956 antérieure et comme sa devancière, elle fut destinée à courir à la fois en IMSA GTP aux Etats-Unis et en Groupe C en Europe. Un châssis monocoque en aluminium fut adopté, rigidifié par un arceau cage en acier, tandis que le moteur était un six-cylindres à plat refroidi par air. Toujours alimenté par un turbocompresseur, ce groupe qui affichait des cylindrées diverses en fonction des règlements applicables allait être refondu pour intégrer un refroidissement par liquide.



Une des raisons pour lesquelles la Porsche 962 demeura si compétitive pendant si longtemps tint au fait qu'elle bénéficia d'un développement permanent de la part des écuries privées qui l'engagèrent. L'exemplaire proposé ici – châssis n° 962-155 – doit être unique actuellement du fait qu'il fut vendu par l'usine – avec un moteur 3,0 litres d'usine – à son premier propriétaire en 1990 et que ce même propriétaire a conservé cette voiture sans discontinuer pendant ces 25 dernières années.

Engagée encore toute neuve par Obermaier Racing, « 962-155 » offerte ici fit ses débuts en public le 18 août 1991 dans l'épreuve de qualification du championnat sur 430 km au Nürburgring où elle arriva quatrième au général. Elle était copilotée ce jour-là par Jürgen Oppermann et Otto Altenbach, sous le numéro de course « 59 » et sous la livrée du Team Salamin Primagaz. Le 13 octobre 1991, la voiture revint à la grande compétition dans le deuxième Zeltweg-Hinterstoisser de l'année en Autriche, épreuve du Championnat d'Europe Intersérie où elle remporta la deuxième manche aux mains de Jürgen Oppermann.

Mais le plus grand moment de gloire fut sans nul doute le week-end des 19 et 20 juin 1993, lorsque pilotée par le trio germano-suisse Jürgen Oppermann/Otto Altenbach/Loris Kessel (ancien pilote de F1) aux 24 Heures du Mans, elle termina septième au général.

Après s'être qualifiée avec le neuvième meilleur temps aux essais préalables des 24 Heures, « 962-155 » faillit ne pas prendre du tout le départ de l'épreuve ! Sans sponsor pour cette course, son propriétaire privé décida de présenter la voiture sous la livrée et avec le logo de l'organisation officielle « Les 24 H du Mans », ce qui déclencha aussitôt l'ire de l'Automobile Club de l'Ouest, l'autorité responsable qui refusa de laisser partir la voiture sous ses couleurs malgré ses excellents temps de qualification et sa position sur la grille de départ. Le propriétaire refusa absolument de changer la décoration toute récente de sa voiture et l'affaire tourna à la confrontation entre lui et l'ACO.

Mais, fait presque incroyable quand on connaît l'attitude rigoureusement autoritaire du club français cultivée au fil de la longue histoire de cette course, c'est le club qui finit par céder et par autoriser le départ et bien lui en prit car la machine germano-suisse fit une course si brillante qu'elle termina septième au général, devancée seulement par les trois Peugeot victorieuses d'usine et les trois Toyota officielles. C'est ainsi que « 962-155 » d'Obermaier Racing proposée ici fut la première Porsche à l'arrivée de la classique du Mans de 1993. Un beau résultat pour un « privé ». Telle qu'elle est offerte ici, nous avons été informés par Monsieur Otto Altenbach, ancien propriétaire de l'écurie Obermaier Racing, que le moteur est bien un 3.2 litres d'origine livrée par l'usine Porsche.



Nous savons que le moteur qui l'équipe maintenant n'a tourné qu'une douzaine d'heures depuis sa dernière reconstruction à l'usine alors que la durée de vie d'un moteur de ce type entre deux reconstructions est de 60 heures. Ainsi, le moteur de « 155 » est potentiellement prêt à démarrer pour environ 50 heures avant sa prochaine révision complète.

L'auto est également munie d'un système de gestion moteur électronique TAG, monté uniquement par l'usine, ainsi que de freins à disques en carbone et une suspension révisée en fonction – ceci dû principalement à la fin de vie du développement du modèle en 1991 et le souhait du propriétaire de participer au 24H du Mans en 1993. Tous les entretiens depuis sa sortie d'usine ont été effectués à Stuttgart.

Cette Porsche 962 devait être la seule voiture de l'histoire qui courut au Mans sous la livrée « officielle » des 24 Heures. N'ayant connu par ailleurs que peu de contraintes sévères au cours de sa longue existence après cette brève, mais très brillante carrière en course, et ayant bénéficié d'un entretien permanent et rigoureux pendant sa détention par un propriétaire privé au cours des 25 ans qui ont suivi sa livraison par l'usine, la cession de ce magnifique coupé représente une occasion unique d'acquiescer non seulement une Porsche victorieuse à Zeltweg-Hinterstoisser (ensuite appelé l'Osterreichring), mais aussi un chapitre unique de l'histoire de la course du Mans.

Lorsque le coupé Porsche 956 Groupe C FIA fut développé initialement à la fin de 1981, Porsche planifia parallèlement un programme de courses en vue de disputer le Championnat du Monde pour Voitures de Sport et le Championnat IMSA GTP nord-américain. Mais lorsque l'IMSA refusa l'homologation du type 956 original en se fondant sur des motifs de sécurité car les pieds du pilote placés en avant de l'axe de l'essieu avant étaient trop exposés en cas d'accident, Porsche rallongea l'empattement initial de la 956 afin de positionner le pédalier en arrière de l'axe de l'essieu avant. Le constructeur en profita pour inclure un arceau de sécurité intégral en acier dans le nouveau châssis coque en aluminium.

Le moteur flat-6 Type 935 2, 8 litres choisi par Porsche, dérivé du Type 934, était refroidi par air et alimenté par un turbocompresseur KKK Type K36 à la place des deux appareils K27 spécifiés pour la 956 précédente, homologuée en Groupe C avec deux systèmes de suralimentation qui n'étaient pas acceptés en IMSA-GTP à ce moment-là.

Par la suite, au milieu de l'année 1985, un groupe flat-6 à injection de 3,2 litre de remplacement produit pour la 962 améliora la compétitivité du modèle face aux derniers coupés XJR à moteur V12 de Jaguar. Mais il fallut attendre 1986 pour que le moteur 956 de 2, 6 litres fût remplacé dans le Championnat du Monde pour Voitures de Sport pour lequel une gamme de variantes de 2, 8, 3 et 3, 2 litres fut mise en ligne, tous alimentés par deux systèmes de suralimentation.



Les voitures qui coururent dans le cadre du règlement WSC utilisèrent la désignation Porsche 962 C pour les distinguer de leurs homologues de l'IMSA GTP. Le groupe 3, 2 litres fut ensuite rejeté par l'IMSA en 1987, mais en 1988, en vue de la confrontation avec les Nissan soutenues par l'usine et pour calmer les équipes Porsche qui menaçaient de ne plus participer aux épreuves américaines, les groupes Porsche à deux turbos refroidis par liquide furent réintégrés à condition de les équiper sur l'admission d'une bride de 36 mm désormais obligatoire.

On admet que Porsche construisit quelque 91 unités de ces coupés compétition Typ 962 de 1984-1991 dont 16 furent engagés comme voitures officielles, tandis que le solde de 75 voitures était vendu à des concurrents privés. Certaines 956 reconstruites avec un châssis coque allongé furent redésignées 962 dont deux voitures avaient été détruites antérieurement et quatre autres simplement reconstruites. Trois 962 sérieusement endommagées furent aussi reconstruites pour réapparaître munies de nouveaux numéros de châssis. En raison d'une forte demande de pièces 962, quelques châssis en aluminium fabriqués par Fabcar aux états-Unis furent expédiés en Allemagne pour y être complétés.

Les titres en championnat récoltés par les écuries utilisatrices de la 962 comprennent l'International WSC en 1985 et 1986, le Championnat IMSA GTP quatre fois de suite de 1985 à 1988, le Championnat européen Intersérie 1987-1992, quatre titres successifs 1986-1989 en série SuperCup et le Championnat du Japon pour Sport-Prototypes de 1985 à 1989 inclus. Les coupés 962 qui dominèrent aussi dans les listes d'engagement de la série américains IMSA jusque dans les années 1990 remportèrent les 24 Heures du Mans 1986 et 1987 (pilotées par Derek Bell, Hans-Joachim Stuck et Al Holbert ces deux années-là) et dans la configuration Dauer 963 ultérieure, la 962 gagna encore en 1994.

Il faut noter que l'auto est proposée à la vente avec un dossier du Mans 1993, sa facture de chez Porsche, d'autres factures d'usine ainsi que de diverses pièces de rechange dont une face avant, un spoiler arrière, des jeux de roues, freins en carbone ainsi que des pièces spécifiques en accessoires pour celle-ci. Bonhams recommande une inspection de près de cette Porsche 962 avec un seul propriétaire depuis sa livraison par l'usine.

€1,450,000 - 1,850,000

1984 PORSCHE 911 CARRERA 3.2-LITRE COUPÉ WTL

Chassis no. WPOABO913ES120963

Engine no. 64E02417

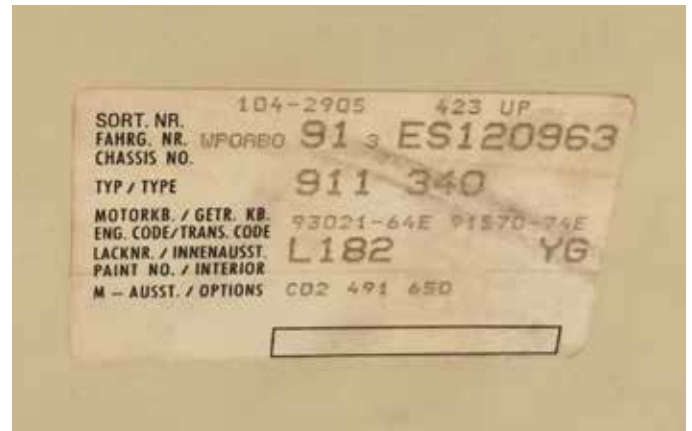
- *Desirable Works Turbo Look (WTL)*
- *51,000 miles from new*
- *Presented in very good condition*
- *Matching numbers*
- *Factory Sunroof*



Porsche revived the evocative Carrera name - previously used for the competition orientated versions of the preceding 356 model - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 variants, co-incidentally with the introduction of the 3.2-litre engine, from the start of the 1984 model year. The revived name was part of a major revamp of the long-running 911, now selling better than ever, development of which had slowed while Porsche concentrated on meeting the ever increasing demand.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming.

An ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 231bhp, 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph, with 100mph reachable in a breathtaking 13.6 seconds.



No major changes were made to the bodyshell, though there was a new front spoiler with integral fog lamps, while the number of models on offer remained at three: Coupé, Targa and Cabriolet. Thirty years on, Carrera 3.2s are now highly sought after and for very good reason, though finding one is not that easy.

This example arrived in Europe at the beginning of September 2014 having been purchased in Nebraska, USA. Finished in 'Chiffon Weiss' with brown leather interior, the car currently displays a total of circa 52,000 miles (approximately 83,700 kilometres) on the odometer and is described by the vendor as in generally good condition. Accompanying documentation consists of sundry invoices, proof of paid EU taxes and a US Certificate of Title.

Trente années après leur apparition, les Carrera 3,2 litres sont maintenant très recherchées et pour d'excellentes raisons. Il n'est donc pas facile de trouver une de ces voitures.

Cet exemplaire est arrivé en Europe au début du mois de septembre 2014 après son acquisition dans le Nebraska (Etats-Unis). Peinte en Chiffon Weiss avec intérieur en cuir brun, la voiture qui affiche actuellement au compteur environ 52 000 miles (83 700 km) est décrite par le vendeur comme étant en bon état général. La documentation qui l'accompagne comprend de nombreuses factures, la preuve du paiement des droits à l'importation en UE et le Certificat of Title américain.

€40,000 - 60,000

*Ex-Walter Lechner, Josef Neuhauser;
 Interseries Division I Championship-winning*

1991 LECHNER SPYDER LSC1 SPORTS PROTOTYPE

Chassis no. LSC 1

- Rare BMW-engined race car
- Very competitive
- Ready to take to the track



In 1991, Walter Lechner commissioned Reynard Motorsport to build a sports prototype for the Division 1 class of the Interserie. Called the 'Lechner Spyder SC91', the car was powered by a 3.5-litre Judd V10 engine similar to that used in Formula 1. Lechner drove the car himself, usually under the 'Walter Lechner Racing School' banner, and gave it its debut at the second round of the 1991 Interserie season, the Nürburgring Supersprint, retiring after five laps due to a vibration. Two weeks later he competed in the next round, held at the Österreichring, taking 5th place in the first race and 6th in the second, resulting in him being classified 5th overall. At the next round at Brands Hatch, Lechner finished 3rd in both races but was classified 4th overall. He was unable to start the Most round but returned for the Siegerlandring event. Lechner struggled in the first race and was only able to finish 10th; however, he finished 2nd in the other race and was classified 2nd overall. The final round of the season saw a return to the Österreichring where Lechner took 2nd in the first race and 4th in the second race, taking 2nd overall. Lechner finished the season in 4th place, the best of the non-Porsche 962 drivers.

Lechner retained the Spyder SC91 for the 1992 season and ran it in the Mugello season opener, retiring from the first race. Despite taking 4th in the second race, he was not classified. The series then returned to the Nürburgring where Lechner retired from the first race once again and did not start the second.

In 1993, the Lechner Spyder SC91 was rebuilt with new bodywork and re-christened as the 'Reynard Spyder'. Walter Lechner was still its owner and driver, and the rebuilt car, now run by the Sebring Auspuff Team, was his choice for the 1993 Interserie season. The rebuilt car's debut was a mixed bag; Lechner took its first ever victory in the first race of the opening round, held at Jarama, before a retirement after 14 laps in the second race dropped him to 9th overall. It was a similar story at Mugello, Lechner retiring following a collision after six laps in the first race, before 7th in the second race secured 14th overall. At Siegerlandring the car came good again; Lechner took 2nd in the opening race and won the second race, taking 2nd overall. The penultimate round of the season was held at Donington Park; Lechner took 3rd in the first race and another victory in the second, which secured the car's first overall win. The Österreichring held the final Interserie race of 1993, where Lechner's 3rd in the first race and 3rd in the second secured another 2nd overall. He finished 3rd in the Division I driver's standings, behind both Kremer CK7 Spydres.

Lechner retained the Reynard Spyder and ran Josef Neuhauser in it for the 1997 Interserie season; the car was now known as the Reynard Horag, and the team as 'Dark Dog Lechner Racing'. The opening round at Spa saw Neuhauser finish 2nd by just over two hundredths of a second to Karl Hasenbichler and his Penske PC 18. At Most, Neuhauser finished 5th in the first race and 2nd in the following race to claim 4th overall.



At the A1-Ring, Neuhauser took his first victory with the car, beating Karl-Heinz Becker's modified Minardi M190 by 21.4 seconds.

Neuhauser continued with the Reynard Morag for the 1998 Interseries season, now entered by Achleitner Motorsport. The first round of the season, held at Most, saw Neuhauser struggle, and finish 5th overall (3rd in Division I) and last. The second round was also at Most, and here Neuhauser took two victories en route to winning the round outright. Next up was the A 1-Ring, where Neuhauser won again, this time by 15.7 seconds from Karl-Heinz Becker. Neuhauser finished the season with another victory, this time at the Hungaroring, and retained his Interserie title, beating Becker by seven points.

The Reynard Morag was not used in the first round of the 1999 Interserie season, but Neuhauser ran the car in the second round, held at Most. Now competing in Class 3, he took 2nd in the first race, and 3rd in the second race. Next was Grobnik where Neuhauser won the first race and followed this with 2nd in the other race.

The final round of the season was held at the Hockenheimring where electrical problems prevented Neuhauser from starting the first race. He recovered to finish 3rd in the second race but slipped to 3rd in the driver's championship, finishing 1.5 points behind second-placed Michael Schuster's Argo JM 19C.

The car was retired after the end of the 1999 season. It no longer has the Judd engine but is currently fitted with a 4.0-litre BMW V8.

The foregoing history was taken from the detailed report prepared by Ingenieurbüro Ramler of Meppen Germany, which accompanies the car together with its OSK Wagenpass.

En 1991, Walter Lechner chargea Reynard Motorsport de construire une voiture de la catégorie sport-prototype pour courir en Inter série Division I. Appelée « Lechner Spyder SC91 », la voiture était propulsée par un moteur V10 Judd 3, 5 litres semblable au groupe utilisé en Formule 1. Lechner qui pilota lui-même la voiture, généralement sous les couleurs de la « Walter Lechner Racing School » la fit débiter dans la deuxième manche de la saison Inter série 1991, le Nürburgring Supersprint, mais abandonna après cinq tours en raison d'une vibration. La voiture fut mise à la retraite après la fin de la saison 1999. Elle n'a plus son moteur Judd et elle est actuellement équipée d'un moteur BMW V8 de 4 litres.

Cet historique est extrait d'un rapport détaillé rédigé par Ingenieurbüro Ramler de Meppen (Allemagne), rapport qui, avec son OSK Wagenpass, accompagne la voiture.

€120,000 - 180,000

134

'Lola Pronuptia', Le Mans 24 Hours 1978 N° 24

1973 LOLA T292/6 SPORTS PROTOTYPE

- Extensive recent racing history
- CER Barcelona and Le Castellet 2013
- Le Mans Classic 2014
- On the button, ready to race





According to the information received by the vendor, the Lola T292 offered here campaigned at Le Mans in 1978 under the number 24. The car was sold in 1977 by Michel ELKOUBI to Martial LEGOU. The car had a serious accident, and was completely rebuilt in the workshops of A.C.E, with new Lola spares under supervision of Mike BLANCHET.

In the 1978 Le Mans 24 Hour Race, Michel ELKOUBI got 2 entries for the Lola Pronuptia Racing Team. The 2 Lolas T292 were finished in white and red. The number 24 would be driven by Philippe STREIFF, Pierre YVER and Michel ELKOUBI, and number 25 by Bruno Sotty, Gérard Cuynet and Jean-Claude Dufrey. The 2 Lolas passed the checkered flag, but were not classified.

After the 1978 Le Mans, the Lola Pronptia N° 24 was sold by Michel Elkoubi to the Schlosser brothers, beginning a new career in hill climbs that would last until 1999. In order, the car's next four owners were Robert Vettoretti (1981), Alain Castelana (1984), Thierry Parriaux (1988) and Gerard Daudet (1994). In 1999 Daudet sold 'HU58' to Porsche specialist and Lola enthusiast Jacques Bourgoïn, who decided to return the car to its previous configuration: T292 upgraded to T296. The N° 25 was reputed destroyed. During Bourgoïn's ownership, the car was entered in various historic events including the Le Mans Classic and Orwell Trophy races. The Lola did not make the start at the 2004 Le Mans and for the 2006 Classic carried competitor number '35', the same number it used for the class-winning outing in 1976. Bourgoïn's last race with the Lola Pronupia was the Orwell Supersport Cup at Dijon in October 2006 when he qualified on pole and finished 2nd in race one, 9th in race two.

In 2013 Bourgoïn sold the Lola to the current vendor and in July of that same year it participated in the Le Mans Story event, entered by Ford Racing Experience.

Following a 'DNF' at Le Mans, the team regrouped and entered the Lola Pronuptial in the Historacing event at Le Castellet, qualifying on pole and winning both races of the HVM Trophée. The car ran in Barcelona in November, but although it did not finish, the team found that engine problems previously encountered had been overcome while new fuel tanks enabled the car to run for over an hour before stopping to refuel.

Over the winter, the Lola was entrusted to Château Sport Auto where a new ultra-lightweight body was fitted, shedding more than 50kg. Four Koni adjustable shock absorbers and new AP brake callipers installed, and various other improvements made. Everything was ready for the 2014 Le Mans Classic where the Lola added yet another excellent result to its competition record, finishing 11th overall and 2nd in the 2-Litre class.

With its extensive participation in sports car racing at French national, European and World Championship level, as well as its entries at Le Mans 1978, has one of the best competition records of any Lola sports-racing prototype. The car has been completely overhauled, the engine having had only four hours of use out of the planned 20 before it requires further attention. This car is competitive and is eligible for all the major historic meetings.



Selon des informations données par le vendeur, cette Lola T292 courut au Mans en 1978 sous le numéro 24. La voiture a été vendue par Michel Elkoubi à Martial Legou en 1977. La voiture, sérieusement accidentée, fut complètement reconstruite dans les ateliers A.C.E. avec des pièces Lola neuves sous la supervision de Mike Blanchet. Pour les 24 Heures du Mans 1978, Michel Elkoubi prit les engagements pour l'écurie Lola Pronuptia. Les voitures étaient peintes en blanc et rouge. La numéro 24 était pilotée par Philippe Streiff, Pierre Yver et Michel Elkoubi et la numéro 25 par Bruno Sotty, Gérard Cuynet et Jean-Claude Dufrey. Les deux Lola passèrent sous le drapeau à damier mais ne furent pas classées.

Après les 24 Heures du Mans 1978, la Lola Pronuptia numéro 24 fut vendue par Michel Elkoubi aux frères Schlosser et entama une nouvelle carrière en course de côte qui allait durer jusqu'en 1999. Dans l'ordre les propriétaires suivants de la voiture furent Robert Vettoretti (1981), Alain Castelana (1984), Thierry Parriaux (1988) et Gérard Daudet (1994). En 1999, Daudet vendit HU58 au spécialiste Porsche et passionné de Lola Jacques Bourgoïn, qui décida de remettre la voiture dans sa précédente configuration T292 modifiée en T296. La numéro 25 est censée avoir été détruite.

En la possession de Bourgoïn, la voiture fut engagée dans divers événements historiques dont Le Mans Classic et des épreuves de l'Orwell Trophy. La Lola ne prit pas le départ du Mans Classic en 2004 et pour l'édition 2006 portait le numéro 35, le même numéro avec lequel elle avait gagné sa classe en 1976.

La dernière course de Bourgoïn avec la Lola Pronuptia fut la coupe Supersport Orwell à Dijon, en octobre 2006 où il réalisa la pole position et termina 2e dans la première course et 9e dans la seconde.

En 2013, Bourgoïn a cédé la Lola au vendeur et, en juillet de la même année, elle participait à la manifestation Le Mans Story, engagée par Ford Racing Experience.

À la suite de son abandon au Mans, l'équipe se reconstitua et engagea la Lola Pronuptia à l'Historacing au Castellet, se qualifiant en pole position pour les deux courses du trophée HVM. La voiture courut à Barcelone en novembre, mais bien qu'elle ne terminât pas, l'équipe estima que les problèmes moteurs rencontrés précédemment étaient réglés, tandis que ses nouveaux réservoirs d'essence lui permettaient de courir plus d'une heure avant de ravitailler.

Durant l'hiver, la Lola fut confiée à Château Sport Auto où elle reçut une nouvelle carrosserie ultra-légère, allégée de plus de 50 kg. Quatre amortisseurs Koni réglables et de nouveaux étriers de freins AP furent installés ainsi que de nombreuses autres améliorations. Tout était prêt pour Le Mans Classic 2014 où la Lola ajouta à nouveau d'excellents résultats à son pedigree, terminant 11e au classement général et 2e de la classe 2 litres.



Avec ses nombreuses participations aux épreuves sportives des championnats de France, d'Europe et du monde et sa participation au 24 Heures du Mans 1978, la Lola Pronuptia possède l'un des meilleurs palmarès en compétition pour une Lola Sport-Prototype. La voiture a été entièrement révisée, son moteur n'ayant tourné que 4 heures sur les 20 heures avant la prochaine intervention requise. Cette voiture est très affûtée et est éligible dans la plupart des principales manifestations historiques.
€200,000 - 250,000

01
 John Doe in action with the Lola Pronuptia - Le Mans Classic 2014

02
 Michel Elkoubi in action with the Lola Pronuptia N° 24 - Le Mans 1978

03
 Jean-Pierre Schlosser in action with the Lola Pronuptia - Course de cote de Soissons, 1979

04
 Jacques Bourgoïn in action with the Lola Pronuptia - Le Mans Classic 2006

05
 Pierre Yver in the Lola Pronuptia N° 24 - Le Mans 1978



135

One owner from 1968 until 2008

1968 FIAT DINO 2.0 SPIDER

Coachwork by Pininfarina

Chassis no. 0000809

Engine no. 0003296

- *One owner from new until 2008*
- *All-Alloy 2.0 Litre engine*
- *Attractive Colour Combination*
- *Fun open air summer motoring*



In the mid-1960s, Ferrari needed a 2.0-litre production-based engine for the new Formula 2, conceiving the mid-engined Dino to provide the necessary basis. Faced with the daunting task of building 500 units per annum to meet the homologation requirements, Ferrari turned to FIAT for assistance, the resulting agreement for the latter to build the Dino's four-cam V6 engine leading to a spin-off model for FIAT. Launched in Pininfarina-bodied Spider form at the 1966 Turin Show, the FIAT Dino carried its 2.0-litre, 160bhp engine ahead of the driver in conventional manner and was notable as the first FIAT to employ four overhead camshafts and a limited-slip differential as standard.

Steel bodied, the newcomer employed a FIAT five-speed gearbox and featured independent front suspension by means of wishbones and coil springs, a live rear axle and disc brakes all round. A longer-wheelbase Coupé model with Bertone coachwork appeared the following year.

In 1969 the V6 engine's capacity was increased to 2,418cc for the '2400' model and a ZF gearbox and FIAT 130-type trailing-arm independent rear suspension adopted. Power went up to 180bhp (DIN) at 6,600rpm. Styling changes were few, in the Spider's case being confined to a new front grille, rubber centre strips in the bumpers and different wheel centres, while the interior benefited from improved switch gear and a carpeted boot. A stylish conveyance for four, the FIAT Dino raced to 60mph in around 8 seconds and could reach 130mph while making all the right Ferrari-esque noises. Production ceased in 1972.

Finished in red with black interior and matching hood, this lovely Dino Spider with the rare and desirable all-aluminium 2.0-litre engine was first registered in 1968 to its first owner in Valenza in the province of Alessandria in Northern Italy. He obviously enjoyed the car as he kept it for the next 40 years until 2008, when he decided to sell it to his dentist. The latter kept the Dino until earlier this year when he sold it to the current vendor.



The car has been conserved in remarkably original condition and is described as largely un-restored apart from the seats, which were professionally re-upholstered in the correct black vinyl approximately six years ago, as was the hood.

Accompanying documentation consists of a Certificato di Proprieta and the original Italian libretto, recording the aforementioned three owners from new.

Peinte en rouge avec intérieur noir et capote assortie, cette jolie Dino Spider équipée du rare et recherché moteur deux litres en aluminium a été immatriculée pour la première fois en 1968 par son premier propriétaire résidant à Valenza dans la province d'Alessandria en Italie du nord. Celui-ci apprécia visiblement la voiture car il la conserva pendant 40 ans, jusqu'en 2008, date à laquelle il décida de la vendre à son dentiste. Ce dernier garda la Dino jusqu'au début de cette année avant de la céder au vendeur actuel.

La voiture, conservée dans un remarquable état d'origine, est décrite comme étant pratiquement non restaurée à l'exception des sièges, regarnis professionnellement il y a environ six ans de vinyle noir comme à l'origine tandis que la capote était refaite. La documentation jointe comprend un Certificato di Proprieta et le libretto italien d'origine qui répertorie les trois propriétaires mentionnés précédemment.

€90,000 - 120,000

1980 PORSCHE 924 CARRERA GT COUPÉ

Chassis no. WPOZZZ93ZBN700071

- No. 20 of just 406 examples built
- Italian delivery
- Iconic Transaxle Porsche
- Future collector



Volkswagen's decision not to proceed with their designed-by-Porsche 914 replacement led to the latter taking on the project themselves. Launched in November 1975, the resulting 924 drew heavily on Volkswagen/Audi components: the 2-litre, four-cylinder, overhead-camshaft engine being a development of the Audi 100's, and the four-speed transaxle a VW unit. A five-speed Porsche-designed gearbox and improvements to the suspension were early developments, and in 1978 came the first truly high-performance 924 - the Turbo.

The latter's extra 45bhp raised top speed to around 150mph, and this figure would be further improved upon by the 924 Carrera GT. A road model with competition potential, the luxuriously equipped Carrera GT was launched at the 1979 Frankfurt Show. Easily distinguishable from lesser 924s by virtue of its bonnet air intake and widened wheel arches, the Carrera GT was built in limited numbers - to gain homologation for rallying and Group 4 events. The standard version came with 210bhp but this could be boosted to well over 300bhp for racing. Three cars were entered by the works in the 1980 Le Mans 24-Hour Race, finishing 6th, 12th and 13th. The 924 line was discontinued in 1988.



This example of one of the rarest and most desirable of Porsche 924 variants is believed first registered in Padova, the home of Porsche Italy, and comes with its Italian libretto and ASI certificate. Chassis numbers ran from '700051' to '700450', a total of only 400 cars, making this one the 20th built. Finished in red with black 'pinstripe' interior, the Carrera is equipped with air conditioning and electric windows. A total of some 73,000 kilometres is displayed on the odometer, and although there is no service book to confirm the total, the car's condition suggests it is believable.

Cet exemplaire de l'une des plus rares et des plus séduisantes versions de la Porsche 924 a, pense-t-on, été immatriculée à Padoue, siège de Porsche Italy, et est vendue avec son Libretto italien et son certificat de l'ASI. Les numéros de châssis couraient de 700051 à 700450, soit un total de 400 voitures, faisant de celle-ci la 20e construite. Rouge avec un intérieur noir à fines rayures, cette Carrera est équipée de l'air conditionné et de vitres électriques. Le compteur affiche un total de 73 000 km et, malgré l'absence d'un carnet de bord pour le confirmer, l'état de la voiture laisse penser qu'il s'agit du kilométrage d'origine.

€75,000 - 95,000

137

Matching Numbers

1972 PORSCHE 911T 2.4-LITRE TARGA COUPÉ

Chassis no. 9112511329

Engine no. 911/57-6522766

- *Italian Delivery*
- *Rare Model with external oil filler*
- *Desirable Targa model*



Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower.

The first of countless up-grades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by Motor magazine in its test of a Porsche 911 in 1973.



1972 was quite an interesting year in terms of 911 production. A major visual difference was the decision to place the oil filler externally on the right rear fender, ensuring very easy access when topping up the oil, but also adding considerable confusion to some owners and operators, who would occasionally fuel up the engine! On the technical side, the flat six was punched out to nearly 2.4 liters, ensuring a broader power band and more torque.

Finished in white with black interior, this 911T Targa was delivered new to Italy, it is believed to Naples in the south. Subsequently registered in the nearby Benevento Province, it comes with Italian registration documents and Porsche declaration of origin confirming matching numbers and Italian delivery.

Blanche avec intérieur noir, cette 911T Targa a été livrée neuve en Italie, à Naples, dans le sud, croit-on savoir. Plus tard immatriculée dans la province voisine de Benevento, elle est vendue avec ses papiers d'immatriculation italienne et sa déclaration d'origine Porsche qui confirme ses numéros concordants et la livraison en Italie.

€70,000 - 80,000

138

1963 LANCIA FLAMINIA 2.5-LITRE 3C GT COUPÉ

Coachwork by Carrozzeria Touring

Chassis no. 82410.3818

Engine no. 82310.14060

- *Triple-carburettor engine, producing some 140bhp*
- *Elegant aluminium coachwork*
- *Remarkable original condition*
- *Italian delivery*



Lancia's Pininfarina-styled Flaminia saloon debuted at the 1956 Turin Motor Show. The Aurelia's replacement, the Flaminia retained its predecessor's mechanical layout, though the form of unitary construction was changed and Lancia's traditional 'sliding hub' independent front suspension gave way to a more-modern double wishbone and coil-spring arrangement. Shorter-wheelbase Coupé and Convertible models followed, all featuring disc brakes and increased power. The 2,458cc V6 engine produced 119bhp when installed in the more sporting Flaminias, with 140bhp available in the triple-carburettor '3C' models from 1961, which was good enough for a top speed approaching 190km/h. Flaminia production - saloon excepted - ceased in 1967.

Delivered new in Italy, it is believed to Rome, this Touring-bodied Flaminia is presented in apparently sound, largely un-restored condition. A desirable '3C' model, the car is finished in white with black leather interior, the latter equipped with a Voxson radio, and is offered with an old-style Italian libretto and Certificato di Proprietà. Parts availability for these classic Lancias is excellent, with the UK's Omicron Engineering holding plentiful stocks. There are also marque specialists in Italy, Holland and the USA, as well as an enthusiastic owners club.



Livrée neuve en Italie, à Rome pense-t-on, cette Flaminia à carrosserie Touring se présente dans un état apparemment sain largement d'origine. Ce séduisant modèle 3C est peint en blanc avec un intérieur en cuir noir équipé d'une radio Voxson et est vendue avec son libretto italien à l'ancienne et son Certificato di Proprieta. La disponibilité des pièces pour ces Lancia classique est excellente, les établissements Omicron Engineering du Royaume-Uni détenant un important stock. Il existe aussi des spécialistes de la marque en Italie, en Hollande et aux États-Unis ainsi que des clubs de propriétaires passionnés.

€70,000 - 80,000



1970/72 CHEVRON B16/B21 SPORTS RACING SPYDER

Chassis no. B21-72-16

- *Race ready*
- *Eligible for many historic events*
- *New engine*



Bonhams last offered this particular Chevron for sale at its Stoneleigh auction in February 2006 (Lot 357). At that time it was said to have been reassembled from a bulk purchase of cars and parts made by a Norwegian enthusiast while he was working in Angola in 1985. It is understood that the following claimed history relates to the car now presented here, which is thought to have begun life as a 1970 Chevron B16 purchased and raced contemporarily by well-known British privateer Roger Heavens. It is believed to have been shared by Mr Heavens and RAC scrutineer-cum-racing driver Mike Garton at Brands Hatch, Monza, the Nürburgring, Österreichring, Barcelona, Montlhéry and Casablanca.

The car was subsequently updated to approximately B21 specification at the start of the 1972 season, finishing 16th overall driven by Heavens/Garton at Spa-Francorchamps, and 15th at the Nürburgring. It was then being shipped to southern Africa where it won at Luanda in Angola, shared by Heavens/Carlos Santos, and was subsequently co-driven by Heavens and Guy Tunmer in the Springbok Championship series at Cape Town, Laurencio Marques, Goldfield and Pietermaritzburg, where it finished 3rd.

Returned to Europe for 1973, the car was then further updated with B23 bodywork and appeared at Vallelunga, Monza, the Österreichring and the Nürburgring before a second excursion to southern Africa, excelling once more at Luanda. The car was then sold and raced in Angola and southern Africa by Carlos Santos and Guy Tunmer. As Angola was engulfed by civil war, the car was abandoned in the Santos workshop in Luanda together with an Alfa Romeo T33. The Chevron was eventually purchased by its new Norwegian owner from the Santos family in 1985 and shipped back to Europe in 1991.

Since its sale in 2006, the car has been completely restored and brought back to B21 specification, the work being undertaken by Specialists Legend Cars in the UK between 2006 and 2008. We are advised that it is fitted with a new engine and is race ready.



En février 2006 à Stoneleigh, Bonhams proposa en vente publique cette Chevron (Lot 357). À l'époque, il était dit qu'elle avait été assemblée à partir d'un lot de voitures et de pièces réunies par un passionné norvégien qui travaillait en Angola en 1985. Il est admis que l'historique qui suit concerne la voiture présentée ici qui aurait débuté sous la forme d'une Chevron B16 1970 achetée et engagée en compétition à l'époque par le très connu pilote privé britannique Roger Heavens. On croit savoir que son volant fut partagé entre M. Heavens et le commissaire technique et pilote Mike Garton à Brands Hatch, Monza, au Nürburgring, à l'Osterreichring, à Barcelone, à Montlhéry et à Casablanca.

La voiture qui fut ensuite améliorée pratiquement selon les spécifications B21 au début de la saison 1972 finit 16e au général pilotée par Heavens/Garton à Spa-Francorchamps et 15e au Nürburgring. Elle fut alors expédiée en Afrique du Sud où elle gagna à Luanda en Angola pilotée par Heavens/Carlos Santos avant de tourner aux mains de Heavens et Guy Tunmer dans le Championnat Springbok au Cap, à Lourenço Marquês, Goldfield et Pietermaritzburg où elle termina troisième.

Revenue en Europe en 1973, la voiture fut encore modernisée en recevant une carrosserie de B23 et elle apparut à Vallelunga, Monza, à l'Osterreichring et au Nürburgring avant un deuxième voyage en Afrique où elle brilla encore à Luanda. Elle fut alors vendue et engagée en Angola et en Afrique du Sud par Carlos Santos et Guy Tunmer. Lorsque l'Angola sombra dans la guerre civile, la voiture fut abandonnée dans l'atelier de Santos à Luanda aux côtés d'une Alfa Romeo T33. La Chevron fut ensuite achetée par son nouveau propriétaire norvégien à la famille Santos en 1985 et expédiée en Europe en 1991.

Depuis cette vente de 2006, la voiture a été totalement restaurée et remise au standard B21, les travaux étant confiés à Specialists Legend Cars au Royaume-Uni entre 2006 et 2008. Il nous a été précisé qu'elle a été équipée d'un moteur neuf et qu'elle est prête à courir.

€180,000 - 240,000

140

The ex-Walter Maurer

1987 MAURER C87 GROUP C SPORTS PROTOTYPE

Chassis no. 01

- Rare BMW-engined race car
- Unique sports prototype
- Race ready







The unique sports-racing prototype offered here was commissioned by Walter Maurer, the German artist, graphic designer and academic. Born in Dachau, Bavaria in 1942, Maurer completed his artistic education at nearby Munich. He is a foremost exponent of modern-day cubism and expressionism, often exploring ethical issues concerning racism and extremism in his works. He has also been involved in BMW's 'Art Cars' project, collaborating with artists Andy Warhol, Frank Stella, Roy Lichtenstein, Ernst Fuchs and César Manrique. Maurer also created an unofficial 'Art Car' of his own.

It was Maurer's BMW connections that resulted in the German firm agreeing to supply a suitable engine and transmission package for Maurer's new C2-class sports-racer. It was the latest in a series of one-off Maurer sports-racers that had begun back in 1982 with the MM-83 spider.

A Lotec chassis was used as the basis for this ambitious new project, with engineer Rüdiger Faul, who had worked on the Sauber-Mercedes Group C cars, being responsible for the body aerodynamics. Once the design had been finalised, the body was constructed by the Dornier aerospace company (Dornier's moulds still exist). The unique livery was, of course, the work of Walter Maurer himself, incorporating his signature and '1/1' designation.

Developed under the supervision of Paul Rosche, the turbocharged BMW M12 four-cylinder engine displaced 2.0 litres and was capable of delivering 1,350bhp in qualifying trim with the boost at maximum. BMW had plenty of experience of using this type of engine in Formula 1, supplying the World Championship-winning Brabham team, though the Maurer C87's engine and transmission are unique to this car.



Entered by Maurer Design, C87 '01' made its competitive debut at the Norisring Supercup event on 26th June 1988 driven by Walter, though it had received a provisional entry in the Eifelrennen event in April 1987. A further five races were entered that season, with Maurer being partnered co-drivers Helmut Gall and Edgar Dören in longer events, the best result being a 10th place finish at the Sandown 300km in Australia in November. Six races were entered in 1989, resulting in two finishes: 12th at the Supercup Norisring in June and 19th at the Supercup Nürburgring in September.

The current vendor acquired the Maurer two years ago and advises us that it has seen recent use, is race ready and in good condition. The car comes with two magazine articles featuring the C87 and Maurer's other automotive projects.

ALL ACTION PHOTOS
The Maurer in action in Hockenheim
and Noris Rennen, Nürnberg, 1989

01
Walter Maurer signing his Maurer C87



Le prototype de compétition unique que nous proposons ici a été commandé par Walter Maurer, l'artiste, graphiste et designer allemand. Né à Dachau, en Bavière en 1942, Maurer reçut son éducation artistique dans la ville voisine de Munich. Il est l'un des artistes du cubisme contemporain et de l'expressionnisme les plus en vue, explorant les problèmes éthiques concernant le racisme et l'extrémisme dans ses œuvres. Il a également été impliqué dans le projet « art cars » de BMW et a collaboré avec les artistes Andy Warhol, Frank Stella, Roy Lichtenstein, Ernst Fuchs et César Manrique.

Il a également créé une « art car » officielle de son cru. C'est grâce à ses contacts chez BMW que la firme bavaroise accepta de lui fournir un châssis et une transmission pour sa Sport de catégorie C2. C'était le dernier d'une série de modèles de compétition uniques conçus par Maurer qui avait débuté en 1982 avec le spider MM-83. Un châssis Lotec fut été utilisé comme base pour ce projet ambitieux avec l'ingénieur Rüdiger Faul qui avait travaillé sur l'aérodynamisme de la carrosserie des Sauber-Mercedes Groupe C.

Une fois le design figé, la carrosserie fut construite par la société Dornier Aerospace (le moule Dornier existe toujours). La décoration exceptionnelle est, bien sûr, l'œuvre de Walter Maurer lui-même et arbore sa signature et le numéro de série 1/1.

Mis au point sous la supervision de Paul Rosche, le quatre cylindres BMW M12 turbocompressé faisait 2 litres de cylindrée et pouvait délivrer 1350 ch dans sa configuration d'essai avec la pression maximale. BMW avait une grande expérience de ce type de moteur en Formule 1, puisqu'il fournissait l'écurie Brabham, victorieuse au championnat du monde, mais le moteur et la transmission de la C87 de Maurer sont propres à la voiture.



Bien qu'elle ait été inscrite à l'Eifelrennen d'avril 1987, la C87 01, engagée par Maurer Design, fit ses débuts en compétition à la Supercup au Norisring le 26 juin 1988 pilotée par Walter. Elle fut engagée dans cinq autres épreuves de la saison, Maurer faisant équipe avec Helmut Gall et Edgar Dören dans les épreuves les plus longues. Son meilleur résultat fut une 10e place aux 300 Km de Sandown en Australie en novembre. Elle participa à six courses en 1989 et finit à deux reprises, 12e à la Supercup au Norisring en juin et 19e à la Supercup au Nürburgring en septembre.

Le vendeur a acheté la Maurer il y a deux ans et nous signale qu'elle a été utilisée encore récemment, qu'elle est prête à courir et en bon état. Elle est vendue avec deux magazines où figure la C87 et les autres projets automobiles de Maurer.

€900,000 - 1,200,000



141 †

2009 FERRARI F430 SCUDERIA COUPÉ

Chassis no. ZFFLZ64B000169790

- *Special carbon fibre specifications*
- *Signed by Michael Schumacher*
- *Full black leather interior*



'... Ferrari seems to have produced a car that combines the intimate purity of the 911 GT3 with the hardcore drama of a Lamborghini Superleggera while out-sprinting the 911 GT2 into the bargain. Hard to imagine this isn't as good as it gets.' – Evo magazine on the Ferrari 430 Scuderia.

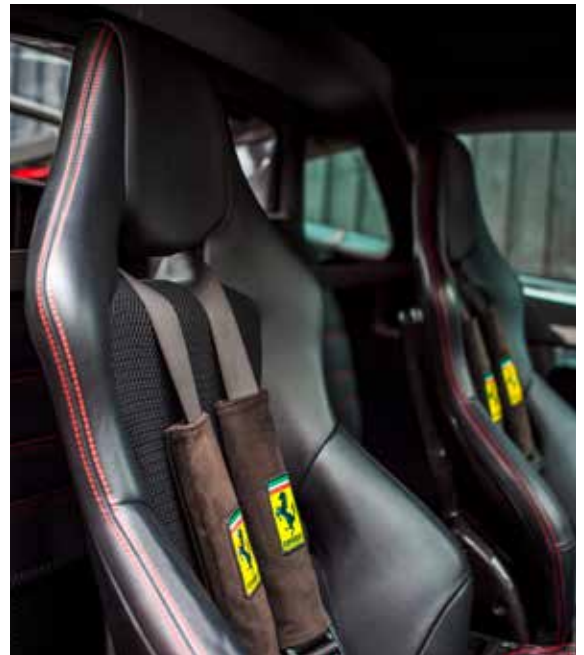
Unveiled by Michael Schumacher at the 2007 Frankfurt Auto Show, the Ferrari 430 Scuderia was a limited edition, higher performance version of the F430, boasting increased power and less weight than the standard production model together with a faster gearshift and a new traction control system. The result was a car capable of reaching 100km/h in 3.2 seconds on its way to a top speed of 325km/h. Equally significantly, the 430 Scuderia proved capable of lapping Ferrari's Fiorano test track as quick as the range-topping Ferrari Enzo. The base price at launch was approximately €216,000 though, as we shall see, choosing freely from the options catalogue could increase this significantly.

The 430 Scuderia was produced in limited numbers but the example offered here is even more exclusive as it has been signed by Michael Schumacher. The seven-time Formula 1 World Champion had retired at the end of 2006 but had been retained by Ferrari as an advisor and was actively involved in the model's development.

We are advised that the Ferrari factory has confirmed to Ferrari Denmark that Michael Schumacher was personally involved in this actual car, since Ferrari did not have the license to use his signature, something they had for Alonso, Massa, Raikkonen, etc. The signature plate says 'Amicalement Michael Schumacher'.

Indeed, the Scuderia was first owned by a Frenchman for around 3½ years. Then Ferrari Denmark bought the car and resold it to a Ferrari collector in Denmark, who thought the Scuderia too narrowly focused and traded it back to Ferrari Denmark, from whom it was purchased by the current vendor. The Danish collector told the current vendor that the original French owner was a friend of Schumacher, and that the car was a gift from Schumacher to his friend.

Regardless of the Schumacher signature, this 430 Scuderia with its Rosso Corsa paintwork, hand-applied stripes and full black leather interior with red stitching, is to a very rare specification. The full leather interior in particular is most unusual on 430 Scuderias. Other noteworthy features incorporated by the factory include all the carbon fibre options: engine cover (very rare), rear diffuser, steering wheel, front spoiler and headlights; 4-point safety harnesses; Bluetooth radio/CD; iPod; red brake calipers; and yellow instrument panel. The cost of these options alone was €62,900.



Presented in generally excellent condition, having covered only 33,767 kilometres, the car comes with a warranty (Ferrari New Power) until May 2016, though this may be extended until it is 12 years old, which means May 2021. All servicing work has been done at an official Ferrari dealer and the Scuderia also comes with its service book and user guide.

Please note this lot is subject to Belgium VAT at the standard rate should the car remain in the EU.

La 430 Scuderia a été construite en nombre limité, mais le modèle proposé à la vente est encore plus exclusif, puisqu'il a été signé par Michael Schumacher. Le septuple champion du monde s'était retiré de la compétition à la fin de la saison 2006, mais était resté comme consultant chez Ferrari et fut activement impliqué dans la mise au point du modèle. Précisons que l'usine Ferrari a confirmé à Ferrari Denmark que Michael Schumacher a bel et bien été personnellement impliqué dans la mise au point de la voiture de la vente, Ferrari ne possédant pas les droits de sa signature, contrairement à celle d'Alonso, de Massa, de Raikkonen, etc. On peut lire sur la voiture « Amicalement, Michael Schumacher ».

En fait, pendant environ 3 ans et demi, cette Scuderia a d'abord été la propriété d'un Français. Ferrari Denmark la lui a achetée pour la vendre à un collectionneur danois qui a trouvé la voiture trop pointue à son goût et l'a rétrocédée à Ferrari Denmark qui l'a alors revendu à son actuel

propriétaire. Le collectionneur danois a confié au vendeur que le premier propriétaire français était un ami de Schumacher et que la voiture était un cadeau de ce dernier à son ami.

En dehors de la signature de Schumacher, cette 430 Scuderia Rosso Corsa avec ses bandes peintes à la main et son intérieur en cuir noir à surpiqûres rouges offre d'autres particularités très rares. L'intérieur entièrement gainé de cuir, notamment, est tout à fait inhabituel pour une Scuderia. Les autres caractéristiques d'usine remarquables comprennent l'ensemble des options carbonées - couvre-moteur (très rare), diffuseur arrière, volant, becquet avant, phares -, le harnais de sécurité 4 points, la radio/CD Bluetooth, l'iPod, les étriers de freins rouges et le fond du tableau de bord jaune. Le seul coût des options s'élève à 62 900 €.

Se présentant en excellent état général avec seulement 33 767 km au compteur, la voiture possède une garantie (Ferrari New Power) valable jusqu'en mai 2016, avec possibilité d'extension jusqu'à douze années, c'est-à-dire jusqu'en mai 2021. Tous les travaux d'entretien ont été effectués chez un concessionnaire Ferrari officiel et la Scuderia est vendue avec son carnet d'entretien et son manuel de bord.

Veuillez noter que ce lot est sujet au taux de TVA belge actuellement en vigueur si l'auto reste en Union Européenne

€120,000 - 180,000



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**1955 JAGUAR XK140SE
DROPHEAD COUPÉ**

Chassis no. S817976
Engine no. G5565-8S

- *Original Left Hand Drive*
- *Rare SE Model with C-Type Cylinder Head*
- *Original Colour Combination*





One of 2,310 XK140 drophead coupés made in left-hand drive configuration, this desirable 'Special Equipment' (SE) model was manufactured on 7th October 1955 and dispatched on 27th October to Jaguar's West Coast USA importer Charles Hornburg in Los Angeles (see JDHT certificate on file). In 1978 the car was purchased in the USA and imported into Italy by the vendor, who used it for continental touring. In 2011, the owner embarked on a comprehensive restoration: the car was dismantled; the chassis sandblasted and repainted; the wiring loom replaced; the braking system likewise; and the steering box and suspension overhauled, the latter using Teflon bushes.

The engine has been comprehensively rebuilt with new pistons, cylinder liners and bearings; the carburettors dismantled and overhauled; and a stainless steel exhaust system installed. At the same time the car was upgraded with a five-speed gearbox. (In need of overhauling, the original four-speed manual/overdrive unit comes with the car).

The body was repaired and repainted in the original colour of pastel blue, while the headlights, hood, tyres (including spare) and interior (in correct dark red) are all new. The restoration was completed in 2013 and the car has since been checked over following the initial shakedown. Some 1,200 kilometres have been covered post-rebuild, since when a new battery has been fitted and an oil change carried out. The car's mechanical elements are described as in excellent condition and the body and interior as good.

The Jaguar has never been registered in Italy and comes with the US Certificate of Title, EU customs paid documents and the aforementioned JDHT Certificate. A lovely XK140SE drophead coupé equipped with the desirable C-Type cylinder head and a five-speed gearbox, nicely run in and ready to enjoy.

Une des 2 310 XK 140 cabriolets équipées d'une conduite à gauche, cette rare version « SE » (Special Equipment) sortie d'usine le 7 octobre 1955 fut expédiée à l'importateur Jaguar de la côte ouest Charles Hornburg à Los Angeles (voir le certificat du JDHT dans le dossier). En 1978, la voiture fut achetée aux états-Unis et importée en Italie par le vendeur qui l'utilisa pour voyager en Europe. En 2011, le propriétaire se lança dans une restauration complète. La voiture fut démontée, le châssis sablé et repeint, le faisceau électrique remplacé comme le système de freinage et le boîtier de direction et les suspensions refaits, ces dernières recevant des bagues en Téflon.

Cette Jaguar qui n'a jamais été immatriculée en Italie est accompagnée de son Certificate of Title américain, des documents douaniers européens (droits payés) et du certificat JDHT mentionné ci-dessus. Cette belle XK 140 décapotable, équipée de la très recherchée culasse Type C et d'une boîte à cinq rapports et soigneusement rodée, est prête à prendre la route.
€90,000 - 120,000

1959 MGA TWIN CAM ROADSTER

Chassis no. YD1/2456

- *Rare twin cam version*
- *One of the most sought after post war MG's*
- *Engine rebuilt*



Conceived as replacement for the traditional 'T'-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette. Running gear was based on that of the TF, with independent coil-sprung wishbone front suspension and a live rear axle. Clad in a curvaceous aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

Immensely popular though it was, the MGA faced stiff competition from the larger-engined Triumph TR3 and Austin-Healey 100/6. Coaxing more power from the standard engine was becoming increasingly difficult, so development concentrated on a twin-overhead-camshaft cylinder head for the B-Series block. Conceived at Cowley by BMC engineer Gerald Palmer and introduced in 1958, the new 1,588cc engine did not disappoint, producing an impressive 108bhp at 6,700rpm. Considerably faster than the stock MGA, the Twin Cam could comfortably exceed 110mph, and to cope with the increased performance Dunlop disc brakes were fitted all round and Dunlop centre-lock wheels adopted. A high price discouraged sales however, and the model was dropped after just two years. Production totalled 2,111 cars, a mere 360 of which were sold on the home market, and today the Twin Cam is one of the most sought-after of post-war MG sports cars.

Originally a right-hand drive, UK-market model, this Twin Cam roadster was purchased from the CCHL dealership in the UK in 2010 and converted to left-hand drive in 2012/2013, the engine being rebuilt and the interior refurbished at the same time. The engine rebuild included a re-bore; new low-compression pistons (for enhanced reliability); crankshaft re-grind and balance (together with the flywheel); all new bearings; cylinder head overhaul with new valves; and fitting twin Weber carburettors and an appropriate manifold. Prior to its 2010 sale to the current vendor in Finland, the MG - registered 'XLW 796' - had been owned since 1975 by Richard Oliver of Tunbridge Wells. Described as in generally good condition, the car is offered with sundry restoration invoices and Finnish registration papers.

Modèle à conduite à droite aux spécifications du Royaume-Uni à l'origine, cette Twin Cam Roadster a été acquise auprès du concessionnaire CCHL au Royaume-Uni en 2010 et convertie à la conduite à gauche en 2012/2013, le moteur étant reconstruit et l'intérieur rénové en même temps. Le moteur a bénéficié des travaux suivants : réalésage, montage de nouveaux pistons basse compression (pour gagner en fiabilité), rectification et équilibrage du vilebrequin (équipé du volant moteur), montage de coussinets neufs, réfection de la culasse dotée de soupapes neuves et montage de deux carburateurs Weber et d'une tubulure spéciale. Avant la vente de 2010 au vendeur actuel en Finlande, la MG - immatriculée « XLW 796 » avait été la propriété depuis 1975 de Richard Oliver de Tunbridge Wells. Décrite comme étant en bon état général, la voiture est accompagnée de ses nombreuses factures de restauration et de ses papiers d'immatriculation finlandais.

€35,000 - 45,000

144

1950 RENAULT 4CV **BARCHETTA**

Coachwork by Legros

Chassis no. 1464508

Engine no. 1498114

- *From longterm Italian ownership*
- *Beautiful condition*
- *Belgian coachwork by Legros*
- *Lots of smiles per mile*



Conceived in secret during wartime, the 4CV had been influenced by the most advanced small car of the pre-war period - the FIAT 500 Topolino. Better equipped than many cars twice its size, the Topolino, with its hydraulic brakes, independent front suspension and 12-volt electrics, set a new benchmark of refinement for small cars when launched in 1936. In production from 1946, the Renault 4CV improved on its Italian rival's specification by virtue of its four-door, four-seat body, all-independent suspension and overhead-valve engine, though the FIAT would soon gain the latter. The 4CV's rear engine also set it apart from the FIAT of course, and this layout would characterise all Renault's mainstream passenger cars until the 1960s.

Initially of 760cc (it was downsized to 747cc in 1950) the four-cylinder engine produced between 19-22bhp and drove via a three-speed gearbox. The 4CV's top speed was around 60mph, but for those who wanted more excitement there was a high-performance version - the R1052 Sport. 4CV production had totalled over one million units by the time the model was withdrawn in 1961, the car's outstanding commercial success providing the foundation for Renault's post-war resurgence

This unusual example carries two-seater barchetta coachwork by Legros, the Belgian Renault agents, and previously formed part of an exclusive Italian collection. A rare find, the car is finished in French Blue and is in generally good condition, ideal for the beach house or for use as a harbour run-around. Offered with Italian registration documents.

Cet exemplaire particulier est doté d'une carrosserie deux places de Legros, l'agent Renault belge, et a autrefois fait partie d'une collection italienne exclusive. Véritable rareté, la voiture est peinte en bleu de France et se présente en bon état général, idéale pour se rendre à la plage ou pour se déplacer autour de la marina. Vendue avec ses papiers d'immatriculation italienne.

€40,000 - 50,000

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4.2-LITRE COUPE
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CONVERTIBLE
Coachwork by Pininfarina
No reserve

131kms from new
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No reserve

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Early entries already include this one-off bodied Bugatti Type 57 Drophead Coupé (pictured) and a Mercedes-Benz 500K.

One-off bodied

**1938 BUGATTI 57
DROPHEAD COUPÉ**

Coachwork by Carrosserie
Albert D'leteren, Bruxelles
Chassis no. 57589

€1.400.000 - 1.700.000

Photo: M. Zumbunn

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8-11 OCTOBER 2015

6th EDITION

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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.

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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.

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Sale

- Sales are finalised once the auctioneer has struck his Hammer and pronounced the word “adjudgé” (“sold”).

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- 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:

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- 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
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- 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.

Conditions Générales

Le texte ci-dessous est une traduction libre des Conditions Générales écrites en anglais. Si il y a une différence entre la version anglaise et la version française des conditions de vente, seule la version anglaise des présentes Conditions Générales fera foi.

Toute référence dans ces conditions générales à **‘Bonhams’** sera considérée comme faisant référence à Bonhams 1793 Ltd (ci après dénommée **‘Bonhams’**).

Bonhams agit comme mandataire du vendeur. Le contrat de vente du bien présenté aux enchères publiques est conclu entre le vendeur et l'acheteur. Les rapports entre Bonhams et l'acheteur sont soumis aux présentes Conditions Générales ainsi qu'aux Renseignements Importants pour les Acheteurs et les Vendeurs, annexées à ce même catalogue. Bonhams ne peut être tenue responsable des fautes commises par le vendeur ou l'acheteur.

Définitions des mots et expressions utilisées dans les conditions générales

Dans les présentes Conditions Générales, les mots et expressions ci-dessous ont le sens suivant:

- **‘Acquéreur’** ou **‘Acheteur’** ou **‘Adjudicataire’**: la personne qui a porté la dernière enchère et à laquelle un Lot est attribué par le commissaire-priseur habilité.
 - **‘Commissaire-priseur’** ou **‘Commissaire-priseur habilité’**: le représentant de Bonhams 1793 Ltd qui est habilité à diriger la vente.
 - **‘Enchérisseur’**: la personne qui enchérit lors de la vente ou dans le cas d'une enchère intervenant par l'intermédiaire d'un représentant de Bonhams 1793 Ltd.
 - **‘Lot’**: tout bien meuble ou véhicule à moteur inclus dans le catalogue en vue de sa vente aux enchères publiques.
 - **‘Prix d'adjudication’** ou **‘Prix au Marteau’**: le prix sans les frais, exprimé dans la devise du pays dans lequel la vente a lieu, auquel un Lot est attribué par le commissaire-priseur habilité à l'acheteur.
 - **‘Prix de réserve’**: le prix minimum auquel un Lot peut être vendu et convenu entre Bonhams et le Vendeur.
- Les Lots marqués d'un (#) sont mis en vente par un membre de Bonhams.

Etat des Lots

- Bonhams conseille aux enchérisseurs d'examiner avec attention avant la vente aux enchères publiques le ou les Lots pouvant les intéresser. Des **‘conditions reports’** sur l'état des Lots sont disponibles sur demande auprès du département concerné.
- Tous les renseignements concernant l'état d'un Lot dans les descriptions du catalogue ou dans les **‘conditions reports’** ainsi que toute déclaration orale constituent l'expression d'une opinion. Les références faites dans les descriptions du catalogue ou dans les **‘conditions reports’** concernant l'état d'un Lot, relatives à un accident ou une restauration, sont données afin d'attirer l'attention de l'acheteur.
- L'état d'un Lot peut varier entre le moment de sa description dans le catalogue et celui de sa présentation à la vente. Toute variation de ce type sera annoncée au moment de la vente et consignée au procès-verbal de vente.

Les enchères

- Toute personne désireuse d'enchérir sera tenue avant la vente de remplir auprès de Bonhams un formulaire d'enregistrement. Elle remettra à Bonhams une pièce d'identité ainsi que ses références bancaires. Le formulaire dûment rempli, signé et daté sera remis à Bonhams avant que la vente ne commence et un numéro d'enregistrement sera affecté à chaque enchérisseur potentiel.
- Tout enchérisseur sera considéré et présumé avoir agi pour son propre compte, à moins que, avant la vente, il n'ait expressément porté à la connaissance de Bonhams, par écrit, qu'il agissait pour le compte d'un tiers et que ce tiers ait été agréé par Bonhams. Dans ce cas, les deux parties seront considérées par Bonhams solidairement responsables.
- Le fait d'enchérir impliquera automatiquement pour l'enchérisseur qu'il aura lu, compris et accepté les conditions de vente générales.
- La vente se déroulera en français qui est la langue qui fait autorité d'un point de vue juridique.

- Les enchères sont effectuées en euros. Les conversions dans les différentes monnaies affichées sur un tableau électronique peuvent légèrement différer des taux légaux. Bonhams dégage toute responsabilité dans le cas de non fonctionnement ou d'erreur d'affichage ; seul le montant de la dernière enchère tel qu'exprimé par le commissaire-priseur habilité devra être pris en considération.

- Bonhams se réserve le droit, à son entière discrétion, de refuser à toute personne la participation aux enchères.
- Les estimations fournies par Bonhams le sont à titre indicatif et ne peuvent être considérées comme une quelconque garantie d'adjudication.
- Si un prix de réserve a été fixé, le commissaire-priseur habilité se réserve le droit de porter des enchères pour le compte du vendeur jusqu'à atteindre le prix de réserve.
- Bonhams ne saurait être tenue responsable en cas de vente d'un Lot pour lequel aucun prix de réserve n'aurait été fixé, pour un montant inférieur à l'estimation.
- La mise à prix sera fixée à l'entière discrétion du commissaire-priseur.

Ordres d'achat

- Bonhams offre la possibilité aux acheteurs potentiels n'assistant pas à la vente d'enchérir par l'intermédiaire d'un ordre écrit ou par téléphone. Pour ce faire, des formulaires sont à disposition sur place et annexés au catalogue.
- Le défaut ou une erreur d'exécution d'un ordre d'achat n'engagera pas la responsabilité de Bonhams. Cette faculté ne constituant qu'un service proposé gracieusement à l'acheteur potentiel.
- Si Bonhams reçoit plusieurs ordres écrits pour des montants identiques sur un même Lot et si, lors des enchères, ces ordres représentent les enchères les plus élevées, celui-ci sera adjudgé à l'enchérisseur dont l'ordre aura été reçu en premier.
- Bonhams ne pourra voir sa responsabilité engagée si la liaison téléphonique n'est pas établie pour cause d'un problème technique, d'une erreur ou d'une omission.

Les incidents de la vente

Nous avons l'entière discrétion de refuser toutes enchères, de choisir tous paliers d'enchères que nous considérons appropriés, de diviser tous lots, de regrouper deux lots ou plus, de retirer tous lots d'une vente, et, avant que la vente ne soit terminée, de remettre tous lots à nouveau en vente. L'acheteur sera l'enchérisseur qui offrira au Commissaire-Priseur la plus haute enchère acceptable pour tous lots (sous réserve de tous prix de réserve applicables), à qui le lot est adjudgé par le Commissaire-Priseur au moment du tomber du marteau. Tout différend relatif à la meilleure enchère acceptable sera réglé par le Commissaire-Priseur à son entière discrétion.

Adjudication

- Les enchères seront closes lorsque le commissaire-priseur aura simultanément donné un coup de marteau et prononcé le mot **'adjudgé'**.

- Si le prix de réserve fixé n'est pas atteint, le Lot sera adjudgé par un simple coup de marteau.

- Au moment de l'adjudication, l'acheteur devra indiquer au commissaire-priseur le numéro qui lui a été attribué.

- Dès l'adjudication, tous les risques afférents au Lot seront transférés à l'acheteur dans leur intégralité et sans la moindre réserve. A charge pour l'acheteur de faire assurer ses achats. Bonhams décline toute responsabilité quant aux dommages que l'achat pourrait encourir entre le moment de l'adjudication et le retrait du Lot en cas de défaillance de l'acheteur sur ce point.

Le paiement

- En plus du prix d'adjudication l'acheteur convient de payer à Bonhams une prime d'achat de: 15% du prix marteau sur chaque véhicule.

- La TVA au coût standard est prélevée sur les frais acheteurs pour tous les acheteurs.

- Des frais additionnels ou taxes spéciales peuvent être dûs sur certains Lots en plus des frais et taxes habituelles. Cela sera indiqué dans le catalogue de vente ou bien par une annonce faite au moment de la vente par le commissaire-priseur.

- La vente se fera au comptant et l'acheteur devra régler immédiatement le prix d'achat global comprenant le prix d'adjudication ainsi que les frais et taxes applicables.

- Bonhams se réserve le droit de garder les Lots vendus jusqu'au paiement intégral et à l'encaissement effectif du prix d'adjudication, des frais et taxes applicables.

- Le paiement pourra être effectué en espèces dans la limite légale de 3,000 €, par cartes bancaires moyennant 3% de frais sur le total pour les cartes étrangères et par virements bancaires en euros (recommandé) (Voir aussi les Informations importantes aux acheteurs et aux vendeurs).

Symboles précédents les numéros de Lot:

- † Taux de TVA en vigueur sur le prix d'adjudication ainsi que la prime d'achat
- Ω TVA sur les objets importés au taux en vigueur prélevable sur le prix d'adjudication ainsi que la prime d'achat.
- * TVA sur les objets importés à un taux préférentiel de 6% sur le prix d'adjudication et un taux en vigueur sur la prime d'achat.

Le taux en vigueur de la TVA au moment de l'impression est de 21% mais il peut être sujet à des changements de la part du gouvernement et le taux prélevable sera celui en vigueur le jour de la vente.

Automobiles

- L'acquéreur d'un véhicule automobile devra accomplir toutes les formalités nécessaires, de quelque nature que ce soit, pour l'utiliser sur la voie publique, conformément à la législation en vigueur. L'adjudicataire étant censé connaître cette législation, en aucun cas Bonhams ne pourra être tenue responsable du non respect par l'adjudicataire des formalités citées.

- Il tient de la responsabilité de l'acheteur de consulter, avant la vente, les documents relatifs au véhicule qu'il souhaite acquérir notamment des contrôles techniques et les titres de circulation.

- Le kilométrage mentionné dans les descriptifs correspond à celui lu sur les compteurs et ne saurait garantir la distance réelle effectivement parcourue par les véhicules. Bonhams ne pourrait voir sa responsabilité engagée dans le cas échéant.

- L'année annoncée dans la description de chaque Lot correspond à l'année figurant sur le titre de circulation dudit Lot.

Exportations des Lots

- Importation temporaire: les véhicules précédés d'un signe oméga (Ω) ou (*) devant le numéro de Lot ont été confiés par des propriétaires extra-communautaires. Les acheteurs devront acquitter de la TVA applicable au taux en vigueur en plus des enchères, qui pourra être remboursée aux acheteurs extra-communautaires sur présentation des documents d'exportation dans un délai d'un mois après la vente.

Certificat d'exportation

- La demande de certificat pour un bien culturel en vue de sa libre circulation hors du territoire belge (licence d'exportation) ou de tous autres documents administratifs n'affecte pas l'obligation de paiement incombant à l'acheteur.

Droits de reproduction

- Bonhams est titulaire du droit de reproduction de son catalogue. Toute reproduction est interdite sans une autorisation écrite de Bonhams.

- Bonhams dispose en tant que maison de vente aux enchères publiques, d'une tolérance concernant la reproduction d'œuvres dans son catalogue de vente alors même que le droit de reproduction ne serait pas tombé dans le domaine public.

- Conformément au droit de la propriété littéraire et artistique, la vente d'une œuvre n'implique pas la cession du droit de reproduction et de représentation de l'œuvre.

Loi et compétence juridictionnelle

- Le présent contrat, toute réclamation, tout litige ou différend le concernant et tout point en découlant, sera régi par le droit anglais et interprété conformément à celui-ci.

- Chaque partie convient irrévocablement que les tribunaux d'Angleterre auront compétence exclusive pour connaître de toute réclamation, tout litige ou différend concernant le présent contrat et tout point en découlant, hormis le fait que Bonhams peut engager des poursuites contre vous devant tout autre tribunal compétent dans la mesure permise par la législation de la juridiction pertinente.

- Vous renoncez irrévocablement à tout droit dont vous pouvez vous prévaloir de contester toute action en justice devant les tribunaux d'Angleterre ou toute autre juridiction devant laquelle Bonhams engage des poursuites contre vous conformément à la clause précédente, de revendiquer que l'action en justice a été engagée devant un forum non conveniens ou de revendiquer que ces tribunaux ne sont pas compétents.

- Les dispositions des présentes Conditions Générales sont indépendantes les unes des autres. La nullité de quelque disposition ne saurait entraîner l'inapplicabilité des autres.

- Seule la version en langue anglaise des présentes Conditions Générales fait foi. Toute version dans une autre langue ne sera considérée qu'accessoire.

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