

THE ZOUTE SALE®

A Sale of Important Collectors' Motor Cars

Friday 9 October 2015

Knokke-Le Zoute, Belgium



Bonhams



LOT 17

1979 FERRARI 512 BERLINETTA BOXER





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

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

In our commitment to holding this third sale here in Belgium's most prestigious seaside resort we very much wish to make a statement of our belief in the success of the two previous editions and in building up a long and rewarding partnership with the above, as well as the event partners and sponsors over the coming years and share with them a common goal of providing another rewarding experience with the very best service.

Philip Kantor
Head of Department, Collectors' Motor Cars Europe



THE ZOUTE SALE® - by Bonhams

THE ZOUTE SALE®

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

Friday 9 October 2015, 6pm
Vrijdag 9 oktober 2015, 18.00 uur

Knokke Le Zoute, Belgium
Knokke – Het Zoute, België



UNDER THE JURISDICTION OF

Me Alex Dockers
Bailiff in Waregem

BONHAMS 1793 LTD

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

Knokke Le Zoute
Albertplein
8300 Knokke
Belgium

VIEWING

Thursday 8 October
10am to 6pm

Friday 9 October
from 9am to 6pm

AUCTION DATE AND START TIMES

Friday 9 October 2015, 6pm

CONTACT DURING THE SALE PERIOD

Wednesday 7 October to
Saturday 10 October
+33 (0) 1 42 61 10 11

BUYER'S PREMIUM (Notice to Buyers)

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

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

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

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

Important

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

CATALOGUE

€35 + p&p

SALE NUMBER: 22726

ONDER JURISDICTIE VAN

Me Alex Dockers
Gerechtsdeurwaarder in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101
1040 Brussel
België
Bedrijfsregistratienummer België
841074627

Knokke - Het Zoute
Albertplein
8300 Knokke
België

BEZICHTIGING

donderdag 8 oktober
van 10.00 uur tot 18.00 uur
vrijdag 9 oktober
van 09.00 uur tot 18.00 uur

VEILINGDATUM & AANVANGSTIJD

vrijdag 9 oktober 2015, 18.00 uur

CONTACTGEGEVENS TIJDENS DE VEILING

van woensdag 7 oktober tot
zaterdag 10 oktober
+33 (0) 1 42 61 10 11

OPGELD

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

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

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

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

Belangrijk

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

CATALOGUS

€35 + verzendingskosten

VERKOOPNUMMER: 22726

Bonhams 1793 Limited

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

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+44 (0) 20 7393 3905 fax

Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Geoffrey Davies, Jonathan Horwich,
James Knight, Caroline Oliphant,
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Shahin Virani, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

NOTICE COLLECTIONS, TRANSPORT AND STORAGE

Purchases will only be released when cleared funds are received.

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

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

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

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

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

Payment must be arranged with **POLYGON Transport**.

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

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

ADMINISTRATION AND UPLIFT FROM ALBERTPLEIN:

€250 + TVA per motor car

STORAGE CHARGES:

First 14 days

€25 + VAT per motor car per day

STORAGE CONTACT:

Mr Geert De Moor

Mobile: + 32 (0)475 29 21 30

IMPORTANT NOTICE:

The storage facility will remain operational until Friday 23 October 2015. Any vehicle not collected by this time will be removed and transported to Polygon permanent storage facility in the UK at the customers' expense.

TRANSPORT CONTACT:

Polygon Transport

Tel: +44 (0) 2380 871 555

Fax: +44 (0) 2380 862 111

Email: polygon@polygon-transport.com

CUSTOMS

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

Hayley Painter - CARS Europe

Tel: +44 (0) 1284 850950

Fax: +44 (0) 1284 851077

Mobile: +44 (0) 7946 036468

Email: hayley@carseurope.net

www.carseurope.net

INSURANCE AFTER SALE

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

KENNISGEVING: AFHALINGEN, TRANSPORT EN OPSLAG

Aankopen worden alleen vrijgegeven nadat de betaling voldaan is.

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

De overige voertuigen zullen voor uw rekening en op uw risico door het logistieke bedrijf Polygon Transports worden overgebracht naar een tijdelijke opslagfaciliteit in de buurt van de verkooplocatie. De kostenvermeerdering en de opslagkosten worden op deze pagina vermeld.

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

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

Betalingen moeten worden geregeld met **POLYGON Transport**.

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

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

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF ALBERTPLEIN:

€250 + BTW per motorvoertuig

OPSLAGKOSTEN:

Eerste 14 dagen

€25 + BTW per motorvoertuig per dag

CONTACTGEGEVENS OPSLAGLOCATIE:

Mr Geert De Moor

Mobile: + 32 (0)475 29 21 30

BELANGRIJKE INFORMATIE:

De opslagfaciliteit zal operationeel blijven tot vrijdag 23 oktober 2015. Na deze datum zullen alle niet-afgehaalde voertuigen worden verwijderd en op kosten van de klant overgebracht naar de permanente opslagfaciliteit van Polygon in de UK.

TRANSPORT CONTACT:

Polygon Transport

Tel: +44 (0) 2380 871 555

Fax: +44 (0) 2380 862 111

Email: polygon@polygon-transport.com

DOUANE

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

Hayley Painter - CARS Europe

Tel: +44 (0) 1284 850950

Fax: +44 (0) 1284 851077

Mobile: +44 (0) 7946 036468

Email: hayley@carseurope.net

www.carseurope.net

VERZEKERING NA VERKOOP

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

YOUR CONTACTS FOR THIS SALE

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

Contact details during the sale period
from Wednesday 7 to Saturday 10 October

+33 (0) 1 42 61 10 11
eurocars@bonhams.com

FOR ALL CORRESPONDENCE

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CUSTOMER SERVICES

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BIDS SERVICE/ SALE REGISTRATIONS

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RECOMMENDED TRANSPORTERS

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

ACKNOWLEDGEMENTS

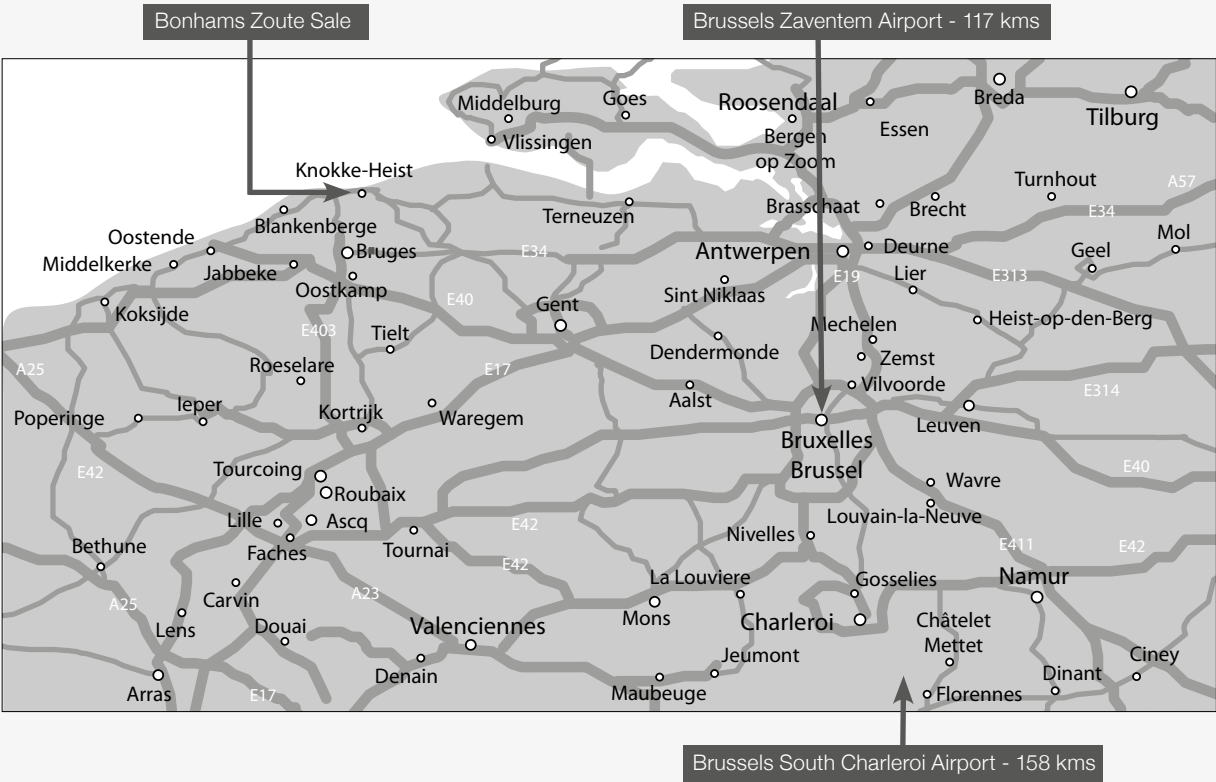
We would like to thank the following for
helping us with this catalogue and sale:

Richard Agostini
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David Bourgoo
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Erik Tuytens
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Manu Van de Ryse
Philippe Van de Ryse

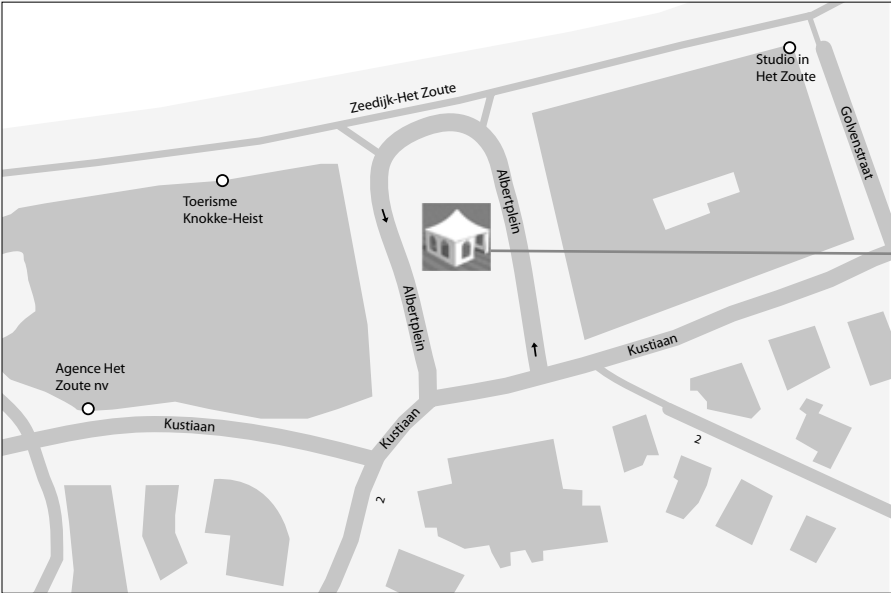
PHOTO CREDIT

Simon Clay
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Studio Gerard
Daniele Turetta
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DIRECTIONS TO KNOKKE LE ZOUTE, BELGIUM



THE ZOUTE SALE VENUE



The Zoute Sale by Bonhams
Albertplein
B- 8300 Knokke
Belgium

IMPORTANT INFORMATION FOR BUYERS AND SELLERS

BELANGRIJKE INFORMATIE VOOR KOPERS EN VERKOPERS

GENERAL INFORMATION

Commission bids

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

Payment

Buyers must remit the total purchase price to Bonhams no later than 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

36 Boulevard du Souverain
1170 Brussels, Belgium

HSBC

Account name: Bonhams 1793 Ltd - Client
Currency: EUR
Account no.: BE91 9490 0789 8176
IBAN: BE91 9490 0789 8176
SWIFT/BIC: HSBCBEBB

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

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

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

Buyers Premium (Notice to Buyers)

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

Bidder registration

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

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

Insurance after the sale

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

Collection of Vehicles

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

Collections, Transport and Storage

see Notice: Collections, transport and storage details.

Damage

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

ALGEMENE INFORMATIE

Bieden in commissie

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

Betaling

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

Bonhams bank details

36 Boulevard du Souverain
1170 Brussels, Belgium

HSBC

Account name: Bonhams 1793 Ltd - Client
Currency: EUR
Account no.: BE91 9490 0789 8176
IBAN: BE91 9490 0789 8176
SWIFT/BIC: HSBCBEBB

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

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

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

Opgeld (Kennisgeving aan kopers)

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

Registratie van bidders

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

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

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

Verzekering na verkoop

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

Afhalen van voertuigen

Voertuigen kunnen alleen op afspraak worden afgehaald, ongeacht of u het voertuig zelf wilt besturen of dat u het voertuig af laat halen door een transportbedrijf voor voertuigen. Het personeel van Bonhams is op de locatie aanwezig van vrijdag 9 oktober tot zondag 11 oktober 12.00 uur. Daarna moet het afhalen van alle voertuigen worden geregeld met onze transportvertegenwoordigers.

Afhalingen, transport en opslag

zie Kennisgeving: Afhalen, transport en opslag.

Schade

Iedere kijker die een kavel beschadigt wordt wettelijk aansprakelijk gesteld.

MOTOR CARS

Friday 9 October 2015

Images of each lot can be found at
www.bonhams.com/22726





A FULL SET OF LUGGAGE FOR A FERRARI TESTAROSSA BY SCHEDONI



The origins of the Schedoni company go back to 1880 when Celso Schedoni opened a small hand-made footwear workshop in Formagine. His son, Giuseppe, took over the business on his father's death in the 1930s – and promptly sold all the equipment to a shoemaker in Modena, on the condition that he could become an apprentice and learn everything about the leather trade. The first contact with Ferrari came in 1976, when Mauro Schedoni's 308 GTB-owning brother-in-law Franco Folli asked him to make a set of luggage that exactly fitted his 'red racer'.

The result was a Christmas present for Franco that year and a meeting with Ferrari's Sales Manager who, on seeing the fitted luggage, realized that 'at last we've found the answer to all those people who complain about not being able to fit their luggage in their Ferrari'.

Schedoni has been the official supplier of made-to-measure leather suitcases to Ferrari since 1977, when each new road car from Maranello has had its 'own' Schedoni luggage.

The five-piece leather luggage set for a Ferrari Testarossa by Schedoni offered here is unused and remains in brand-new condition. Each bag is made of brown leather with tan pigskin lining and brass locks and latches. The set is comprises a lady's and gentleman's suit-bags, two vanity cases and a briefcase, each impressed with Prancing Horse and 'Testarossa' logos and with accompanying canvas draw-string bag. All key-sets are included. Very rare and almost impossible to find in this brand-new condition, we recommend close inspection of this Schedoni luggage set.

€5,000 - 8,000

No Reserve



02

Created by the artist Jean-Michel Folon

1999 SMART FORTWO

Chassis no. TCC01MCO1XH19815

- Unique hand-painted design by Folon
- Interior by Jean Pierre Huart
- Complete history file on the project



Over the last decade-and-a-half, the Smart microcar had become a familiar sight in cities around the world. Unusually, it was not the creation of an established motor manufacturer but a watchmaker - SMH, makers of Swatch watches - whose CEO Nicolas Hayek began work on the project in the 1980s. Nevertheless, Hayek realised that the way forward lay in collaboration with a motor industry partner, and after an initial flirtation with Volkswagen, concluded a deal with Daimler-Benz in 1994. An assembly plant was constructed at Hambach, France - soon gaining the nickname 'Smartville' - from which the first production models emerged in October 1998.

An egg-shaped two-seater, the first Smart City Coupé was powered by a rear-mounted turbo-charged 599cc three-cylinder engine that drove the rear wheels via a six-speed clutch-less semi-automatic gearbox. Updated with more modern engines and drive trains, the basic concept endures to this day.

The example presented here is a one-off model, created by Jean-Michel Folon, the Belgian painter, sculptor and water-colourist who died in 2005. His style was particularly well known in France in the 1970s, thanks to the animated graphics that he produced for television. This car's bodywork has been painted by a French graffiti artist under the direction of Jean-Michel Folon, while the interior has been trimmed in blue leather and signed by the famous upholsterer, Jean Pierre Huart. A file containing photographs of the graffiti artist and Mr Folon is available with the car.

This unique Smart was created to raise funds for charity - 'The Zepter International Charity Gala'. Known as 'Art Planet', the design honours the event's Pro Celebrity Golf Tournament and features mountain and golf ball motifs. Donated by Smart Centre Nice, it was sold for 500,000 French Francs to a prominent Monte Carlo resident. The car is offered with French Carte Grise.

€30,000 - 50,000

No Reserve



03

1980 CITROËN MÉHARI 4X4

Chassis no. 00CE0519

- *Iconic French 4x4*
- *1 of a mere 1,200 produced*
- *Current ownership for 21 years*
- *Completely restored in 2011*



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

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

Produced from 1980 to 1983, the 4x4 Méhari used the front engine and conventional four-wheel-drive transmission. Most were sold to the French Army and civilian models are rare. By all accounts the Méhari 4x4's generous ground clearance, long-travel suspension, low weight and all-wheel drive made for a most competent off-roader. Some independent specialists have fitted the 2CV body to the Méhari 4x4 chassis to create a conventional four-wheel drive saloon.

This Méhari was purchased by the current owner in 1994 and in 2011 was completely restored, the chassis, body, engine and interior all being refurbished. There are bills on file totalling more than €10,000 issued by marque specialists Méhari Club Cassis. Currently displaying at total of circa 60,000 kilometres on the odometer, the vehicle is offered with the aforementioned bills and French Carte Grise. An exceptional opportunity to acquire a restored, 35-year-old example of Citroën's iconic Méhari 4x4 in very good condition.

€20,000 - 30,000



04

75,000 kilometres from new

1986 BMW M635CSI COUPÉ

Chassis no. WBAEE310001053019

- Most desirable and powerful M-version of the 6-Series model
- Delivered new to Italy
- Only three owners from new
- Outstandingly original condition



'A highly significant car in BMW's history, the M635Csi was the first to carry the famous "Motorsport" badge that has become synonymous with superlative performance and engineering.' – *Supercar World*.

Stylish, fast and well-engineered, the 635Csi enjoyed a production run lasting into the 1990s, being periodically up-dated in line with its sister models. BMW's 600-Series coupe debuted in 1976 and was mechanically similar to the 700-Series saloons, although introduced before them. Karmann styled like the preceding 3.0CS/CSi, the newcomer was similarly well-specified, featuring all-independent suspension, four-wheel disc brakes and power-assisted steering as standard. Brainchild of BMW's Motorsport department, the M635Csi version arrived in 1984. Its engine was a development of the M1 supercar's 3.5-litre, 24-valve, six-cylinder unit producing 286bhp, the increased power necessitating chassis improvements which included altered weight distribution, revised suspension, bigger brakes and a limited-slip differential.

There was also a close-ratio five-speed gearbox (or four-speed multi-mode auto) and a more luxurious interior, while outwardly this ultimate 6-Series model was readily distinguishable by virtue of its 'M Technic' body kit. Performance was emphatically in the supercar league, the M635Csi being capable of reaching 100km/h in around 6 seconds on its way to a top speed in excess of 250km/h.

One of 5,855 examples built, this superb M635Csi was delivered new to Italy by BMW Italia SpA in Verona. The car later passed to its second owner in Italy, who kept the car at his holiday home and used it only infrequently, and subsequently returned home to Germany to the third and current owner. A car collector, the latter discovered the BMW in Italy in April 2014 and fell in love with its outstanding condition and originality. However, he has found little time to enjoy it and so the car is offered for sale. Presented in excellent condition, it has never been restored and has covered a mere 75,000 kilometres from new. Finished in Polaris Silver metallic with black buffalo leather interior, this quite exceptional M635Csi is offered with its original service book; sundry invoices for work carried out; German registration document and TÜV papers.

€45,000 - 65,000



05

Pininfarina award winner at Concours d'Élégance Paleis Het Loo

1958 LANCIA APPIA COUPÉ

Coachwork by Pinin Farina

Chassis no. 812.01-2020

Engine no. 814.00-1692

- One of only 973 cars built by Pinin Farina
- Early 2nd series car
- Swiss delivery and only 3 owners from new
- Excellent condition



Styled like its Aurelia B10 big brother, Lancia's new small car, the Appia, arrived in 1953. The Lancia tradition of innovation in automotive technology was exemplified by the Appia's ultra-compact engine: a narrow-angle (10 degrees), 1,089cc V4 whose inclined overhead-valves were set in hemispherical combustion chambers and operated by twin, block-mounted camshafts. The unitary chassis construction adopted on the pre-war Aprilia was, naturally enough, continued, as was Lancia's traditional sliding-pillar independent front suspension. 'Notchback'-styled Series II cars came with a lengthened wheelbase and more power (up from 38 to 43bhp) while the final (3rd) series boasted further styling revisions and 48bhp.

Complementing the standard Appia saloon was a series of limited edition models produced on a separate chassis (code number '812.01') and bodied by leading carrozzeria, Pinin Farina being responsible for the 2+2 coupé, Vignale the cabriolet and Zagato the GT coupé. Engine power was increased to 53bhp for these more sporting Appias which, when equipped with lightweight coachwork, could touch 160km/h. Lancia had rejected Pinin Farina's first proposal but gave its blessing to the second attempt, which was unveiled at the 1957 Geneva Motor Show.

Production was later taken up by Carrozzeria Viotti, whose cars were identical to Pinin Farina's apart from some relatively minor differences. Pinin Farina had built 973 cars and Viotti 785 by the time production ceased in 1963.

This particular Appia was sold new in Switzerland and maintained thereafter extremely well. When it was sold many years later, only partial restoration was found to be necessary so the car has retained a wonderful patina. For example: the roof is believed to still have its original paint. The engine has been thoroughly serviced and is said to perform excellently. It is finished in dark blue with a contrasting white roof, which is complemented by a white interior. A measure of this car's quality may be gained from the fact that it won the Pininfarina award at the Concours d'Élégance at Paleis Het Loo in the Netherlands. Currently in the hands of only its third owner, this superb Appia coupé is offered with Netherlands registration papers.

€35,000 - 55,000



06

8th car built on LWB Chassis

1969 PORSCHE 911T 2.0-LITRE COUPÉ

Coachwork by Karmann

Chassis no. 119120008

Engine no. 6195012

- Very early LWB model
- Early magnesium 901 engine case
- Matching numbers
- Powerful 911S upgrades



The coachbuilder Karmann of Osnabrück, with whom Porsche had a longstanding relationship, was asked to help increase production, starting in 1966 with the 912. In 1968, while Porsche was working on prototypes of the forthcoming long-wheelbase 911, Karmann started building the 911T. The extension of the wheelbase by 60mm represented the first major revision of the original 911 design. Production of these 'B Programme' cars, as they are known, began in August 1968. Karmann was involved in their production for only one year, during which time the Osnabrück firm built 3,561 911Ts and 1,014 911Es.

The car offered here, chassis number '0008', is one of the very earliest 'B Programme' production cars. The only older 'B Programme' cars known to exist are a few pre-production prototypes, and some reports suggest that this car is the oldest known surviving matching-numbers production Porsche 911 on the longer wheelbase. It also has the lightweight magnesium crankcase, introduced on the 'B Programme' cars, which helped give the LWB 911 much greater cornering stability compared with the preceding SWB cars. This car's magnesium crankcase is considered to be one of the oldest known survivors that carried over the '1.1R' casting part number from the preceding aluminium crankcase.

This car was built on 3rd September 1968 and delivered to a private owner in San Francisco, California. The vehicle was imported into the Netherlands in 1995 and in 2003 was repainted from its original Tangerine to silver. Nevertheless, it still retains most of its original details such as the one-year-only engine deck lid, basket-weave dashboard, black vinyl seats, dual 40mm triple-throat Weber IDA carburetors, rubber bumpers and Fuchs wheels.

This car also has the desirable 901 dogleg five-speed manual gearbox. The Porsche has been well maintained by the current owners, starting with an engine rebuild in 2008 with new seals, bearings, chains and tensioners. The dashboard and door upholstery were professionally refurbished in 2012, while the original transmission was cleaned, inspected and rebuilt in the process of replacing the intermediate plate bearings in 2014.

Several other in period upgrades have been made over the years, such as a 911E camshaft with matching 30mm venturies; ventilated front and rear brakes; BKHZ ignition; optional 'S' style oil level and pressure gauges with matching sump sender; Turbo tie-rods; short shift; and 'Deep 6' Fuchs rear wheels. Correspondence on file from Porsche Classic confirms that this car is a matching numbers example that still has its original engine and transmission, and Porsche Amsterdam has confirmed this in the accompanying 'Birth Certificate'. Interestingly, this certificate records a 'B' paint code, which is a carryover from previous years and is very unusual in a 1969 model, perhaps indicating that Karmann had not yet switched codes. The car also comes with Netherlands registration papers.

Described as in generally very good condition, this early Porsche 911T is reported as a strong runner and pleasurable to drive, and thanks to its 'E' camshaft provides much of the excitement of the more powerful 911S. Being one of the oldest known matching-number long-wheelbase survivors, this 911T is an important piece of Porsche history and would be a worthy addition to any collection.

€65,000 - 95,000



One of a mere 5 believed delivered new to the Rijkspolitie in 1974

1974 PORSCHE 911 2.7-LITRE TARGA 'ALEX 12.85'

Chassis no. 9115110341

Engine no. 6359081

- Delivered new by Pon in the Netherlands
- Ex-Rijkspolitie, Algemene Verkeers Dienst
- Restored to original specification in 2015
- Only circa 200 kilometres since completion



The Rijkspolitie was the Netherlands' state police from 1945 to 1996. They used a wide variety of vehicles, ranging from Alfa Romeo Spiders to Citroën H vans, but mostly they used Porsche. They bought over 500 cars in 30 years, of which only a few survive.

In 1962 a special traffic unit was formed, the Algemene Verkeers Dienst (AVD), which wore white uniforms instead of blue, and orange helmets. The AVD ordered a number of 356 Convertibles but when the 911 arrived they started using the Targa models, a practice that lasted until 1993 when they switched to Volvo. Open cars were preferred because they afforded the crew better visibility, and in emergencies officers could stand on the seat and give directions to other road users.

Several alterations were made to the AVD 911s: a wooden box containing police equipment was fitted in place of the rear seats, while other typical modifications included a passenger-side door mirror; two internal rear-view mirrors; additional electrical wiring for communications, flashing lights and 'STOP' sign; extra reversing and rear fog lights; and a mobile 'phone'. Most cars had a loudspeaker on the rear. Equipment in the wooden box consisted of two CEAG lights; Dräger alcohol tester; instructional paperwork; pair of handcuffs; tape measure; white markers; Ricoh camera; two warning triangles; fire extinguisher; towing cable; First Aid kit; set of spare light bulbs; wheel wrench, etc.

This Porsche 911 Targa was delivered new in November 1974 to the Dutch Police via Pons Automobielhandel BV in Amersfoort. The accompanying Porsche 'Birth Certificate' states that the car was delivered finished in Grand Prix White with black roof and blue/black leather interior, and was equipped with passenger-side mirror; 20mm front/18mm rear anti-roll bars; rear screen wiper; rectangular fog lamps (yellow); and a rear fog lamp. While in police service the Porsche was designated by the call sign 'Alex 12.85'. After its police career was over, the car was stripped of all its accessories, returned to civilian specification and sold off.

Now, in 2015, it has been restored, including an engine rebuild, and returned to its original AVD specification using original old-stock police accessories wherever possible. Only some 200 kilometres have been covered since the rebuild's completion and the car is presented in commensurately very good condition. This rare Rijkspolitie 911 is offered with the aforementioned Porsche certificate, Dutch registration papers, valid technical inspection and a period photograph (digital) of 'Alex 12.85' in police service.

€95,000 - 145,000







PORSCHE

Porsche Geburtsurkunde

Porsche 911 Targa

Fahrzeug-Ident-Nr.:	9115110341		
Typ Nummer:	911.211		
Rechnungsdatum:	13. November 1974		
Händler:	Pon's Automobielhandel B.V., Amersfoort, Niederlande		
Stückzahl:	988 Fahrzeuge im Modelljahr 1975		

Motor-Typ/Nummer:	M 911/41		
Getriebe-Typ/Nummer:	G 911/43	7250609	
Leistung/Huabraum:	110/5700 kW/min	2687 cm ³	
Höchstgeschwindigkeit:	210 km/h		

Außenfarbe/Code:	Grand Prix Weiß, Verdeck schwarz / R4V9		
Innenausstattung/Code:	Kunstleder blauschwarz / 11		

Individualausstattung:

- 261 = Außenspiegel Beifahrerseite
- 404 = Stabilisatoren, vorn ø20mm, hinten ø18mm
- 425 = Heckscheibenwischer
- 430 = Rechteckige Nebelscheinwerfer, gelb
- 436 = Targa-Faltdach
- 571 = Nebelschlussleuchte

Rotterdam, den 03. 06 2015
Porsche Centrum Rotterdam.

*Dieses Schreiben bescheinigt nicht die Originalität des Fahrzeuges



ALEX 12.85 on duty in c.1975
© RPKV



08

The ex-Ado Blaton

1961 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE FLAT FLOOR EXTERNAL BONNET LOCK ROADSTER

Chassis no. 875353

Engine no. R1507-8

- *One of the very last examples of the desirable 1st series external bonnet lock E-types*
- *Delivered new to Belgium*
- *Matching numbers*
- *Continuous Belgian history from new, long term private ownership*

'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.'

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine.

The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.





This left-hand drive 'flat floor' roadster was sold new by the Belgian Motor Company in Brussels on 30th August 1961 to its first owner, Mr Ado Blaton, father-in-law of Le Mans-winning racing driver Jacky Ickx. The Blaton family has always been dedicated motoring enthusiasts and connoisseurs of great cars. This is definitely one of them. The accompanying Jaguar Heritage Certificate confirms matching chassis and engine numbers and states that the original colour scheme was Opalescent Silver Grey with red interior and black hood.

'875353' is one of the very few of these early E-Types delivered new in Belgium and is believed never to have left the country. It is also one of the very last examples built with the original external bonnet latch. Currently in the hands of its fourth owner, the car has enjoyed long term private ownership and comes with full Belgian history.

After it belonged to Ado Blaton the car passed into the ownership of Mr Willy Swaelens, who was the secretary of the Belgian Jaguar Drivers' Club. Called up for service in the army in 1976 he decided to sell the car, which passed to the next enthusiastic owner who kept it in West Flanders for another 35 years.

Mechanically updated at the beginning of the 1980s by Garage Leon Crop in Brussels, this E-Type participated in the 'Rally Coupe des Alpes' in 1988 where on a 'Course de Côte' special stage it set the fastest time, beating the E-Type of many-times French Rally Champion and Tour de France winner, Bernard Consten.

Mr Christian Piette, a personal friend of the then owner who has known this car since the 1970s, has confirmed this to Bonhams.

After some 35 years with its third custodian, the car changed hands again, passing to the current (fourth) Belgian owner in March 2011. By this time the E-Type was clearly in need of renovation, and an extensive restoration was duly undertaken in 2012. Works carried out include a full body restoration; repaint in Gunmetal Grey; complete interior re-trim; and a full overhaul of the engine and mechanicals. The rebuild consumed over 1,000 man-hours. Upgrades include improved brakes, electronic ignition and a more attractive Burgundy soft-top that matches the interior better than the black original. More recently, in June 2015, the engine was serviced by L'Atelier des Coteaux at a cost of €8,400.

The current owner has much enjoyed his E-Type's consummate touring capabilities, driving it to the South of France and on many other trips. In total, some 10,000 pleasurable kilometres have been covered since the restoration. The car is offered with Belgian registration papers, restoration photographs, the aforementioned Jaguar Heritage Certificate and its original Philips radio, which has now been restored. With its full Belgian history from new, wonderful restored condition and stunning colour scheme, '875353' has to be one of the very best of these desirable 'flat floor' E-Types currently available.

€190,000 - 260,000



*Ferrari Classiche certified***1970 FERRARI 365 GT 2+2 COUPÉ**

Coachwork by Pininfarina

Chassis no. 13773

Engine no. 13773

- *European delivery*
- *One of 800 produced*
- *Completely restored in Italy*
- *Original rare colour scheme*



By the mid-1960s, 50 percent of all Ferraris produced were being built with four seats, which demonstrates just how important this particular market sector had become for Maranello. Following on from the success of its first such model, the 250GTE of 1960, Ferrari introduced the 330GT 2+2 in January 1964.

The newcomer's steel tube chassis was 50mm longer in the wheelbase than that of its predecessor and featured independent front suspension and a live rear axle, while beneath the 330's more-spacious Pininfarina coachwork was a 300bhp, 4.0-litre V12 coupled to a four-speed overdrive gearbox. Its replacement, the 365GT 2+2, was launched at the Paris Salon in October 1967. Sleekly styled in the manner of the ultra-exclusive limited edition 500 Superfast, the 365GT was the most refined Ferrari to date.

Based on that of the contemporary two-seater 330GTC, albeit 250mm longer in the wheelbase, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and as well as featuring independent suspension all round (for the first time on a Ferrari 2+2) boasted Koni's hydro-pneumatic self-levelling system at the rear.

Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.





Developing 320bhp in its 365GT incarnation, the well-proven 4.4-litre V12 engine was coupled to a five-speed gearbox, while the car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all round. A total of 800 cars had been completed by the time production ceased in 1971. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by *Car magazine* as 'the most civilised Ferrari yet.'

Autosport's Patrick McNally was equally impressed, finding the 365GT 2+2, 'a refined and sophisticated automobile by any manufacturer's standards. There is enough torque for the car to be driven in a very lazy fashion if one doesn't feel inclined to play tunes on the gearbox. The flexibility of the 365 is its finest single feature.' He also remarked on the 365GT's outstanding roadholding in both wet and dry conditions, and its generously sized boot.

Completed in 1970 and delivered new to Rome, Italy, this Ferrari 365 GT 2+2 is finished in the original and unusual colour scheme of Oro Nashrullah with black leather interior trim. We are advised by the vendor that the car has been completely restored in Italy at no expense spared.

A total of 82,886 kilometres is currently displayed on the odometer. Representing a wonderful opportunity to acquire one of Ferrari's finest Gran Turismos, the car is offered with cancelled Italian registration, ASI ORO (1993), Ferrari Classiche certification (2008), ACI document and Certificato Cronologico listing its owners.

€270,000 - 320,000



10

1959 PORSCHE 356B 1600 SUPER CABRIOLET

Coachwork by Reutter

Chassis no. 152823

Engine no. 85330

- Matching numbers
- Matching colours
- Body-off restored in 2012-2013



One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.





Cabriolets had been manufactured right from the start of 356 production but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows.

By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions. The engine, now standardised at 1,600cc, was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90. The 356B represents significant advances in driveability and comfort over earlier 356 models and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, that offered here being the work of its close neighbour and collaborator, Reutter. A 1600 Super equipped with the 75bhp engine, this car was delivered new to the USA and imported recently into Belgium where it was subject to a complete 'body off' restoration in 2012-2013. Sold to the current owner only short after this restoration, it forms part of his private collection and has only been driven occasionally in summertime. The car is presented in the same excellent condition as when it came out of restoration and is ready to use.

A beautiful example of the rare Porsche 356B 1600 Super Cabriolet, it comes with restoration photographs, Belgian registration documents and Porsche Certificate of Authenticity confirming matching numbers.

€140,000 - 180,000



11

Monospecchio Monodado

1986 FERRARI TESTAROSSA

Coachwork by Pininfarina

Chassis no. 62173

Engine no. 26071

- *Desirable early single mirror model*
- *European specifications from new*
- *Matching numbers*





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.

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.

£110,000 - 130,000



THE FOLLOWING FOUR CARS ARE OFFERED FROM THE COLLECTION OF A MASERATI ENTHUSIAST

12

1982 MASERATI MERAK 2000

Chassis no. AM 122D 3384

Engine no. AM 122D 3384

- One of a mere 213 produced
- Same owner for 32 years
- New Pirelli tyres
- All original books and tools



Maserati followed-up its first mid-engined supercar - the Bora - with the similar Merak. Launched in 1972, the latter was intended as competition for Ferrari's top-selling Dino 246 and used a stretched, 3.0-litre, 190bhp version of the Citroen SM's four-cam V6. The French firm owned Maserati at the time so the Merak made use of the SM's transmission and power-operated, all-disc braking and - more controversially - Citroen's quirky instrumentation, though this applied to left-hand drive cars only, right-hand drive examples using the Bora's more conventional fascia.

The unitary-construction chassis and all-independent suspension remained basically as the V8-engined Bora's, though the Merak offered the convenience of '+2' seating in the rear and superior all-round vision thanks to its distinctive rear 'flying buttresses'. Like any true thoroughbred, the Merak possessed handling commensurate with its breathtaking acceleration and 140mph-plus maximum speed. The Merak was tested by Motor magazine in April 1974, attracting praise for its excellent handling and adhesion, striking appearance, ample accommodation for two, good performance and lack of noise.

Competition from Ferrari's new Dino V8 prompted the introduction of a more powerful version - the Merak SS with 220bhp engine and revised, more conventional interior - for 1975, ZF transmission being adopted shortly after. There was also a 2.0-litre Merak 2000 version, produced especially for the Italian market to take advantage of tax concessions. The most successful Maserati of its day, the Merak ceased production in 1983 after 1,832 examples had been built, 213 of which were the 2.0-litre version.

This matching numbers Merak 2000 was the property of the same owner for 32 years before 2014. Finished in Champagne with beige interior, the car has covered only 36,197 kilometres from new and is presented in generally very good condition. It retains the original radio and has new Pirelli tyres. Offered for sale by a Maserati collector, this rare 2.0-litre Merak comes with all its original handbooks and tools, Italian registration document and ASI papers.

€60,000 - 90,000



1973 MASERATI INDY 4900Coachwork by *Carrozzeria Vignale*

Chassis no. AM 116 49 1854

- *European delivery*
- *One of a mere 300 '4900' models produced*
- *ZF five-speed manual gearbox*
- *Partially restored in 2010*



Maserati followed up its stunning, Ghia-styled Ghibli two-seater with the equally elegant Indy 2+2, though the latter, announced in 1968 and noteworthy as the first unitary construction Maserati, was the work of Carrozzeria Vignale. The Indy first appeared publicly on Vignale's stand at the 1968 Turin Motor Show and was officially launched by Maserati at the Geneva Salon in 1969. Running gear was conventional, with independent front suspension, live rear axle and four-wheel disc brakes, while the power unit was - initially - the Modena firm's well-tried, 4.1-litre, four-cam V8, with 4.7- and 4.9-litre versions following.

A ZF five-speed manual gearbox was standard, with a three-speed Borg Warner automatic available to special order. With 260bhp on tap, the top speed of Maserati's luxury four-seater was in the region of 150mph, a figure the subsequent larger-engined versions improved upon. The sleek Vignale coachwork was so effective that the Indy was able to carry four people in relative comfort without impairing its performance as a sports car. In 4.9-litre form the Indy's claimed maximum increased to 320bhp, which pushed its top speed to 165mph (266km/h). Power steering and air conditioning were standard on the '4900' model, 300 of which were made between 1972 and 1975.

Autocar magazine's summary was one of almost unalloyed praise: 'Classic touring car with vee-8 engine and 160mph potential. Beautifully smooth power unit, silky gearbox and light, power assisted steering. Good brakes, balanced handling, comfortable ride, superb stability. High price but few disappointments.'

A manual transmission example, this 4.9-litre Indy was delivered new in Modena, Italy and had two owners in that country before being sold in 1997 to a Mr Boots in Holland, who kept it for 13 years. In 2010 the Maserati passed to a French collector who commissioned the following refurbishment: new leather, new dashboard, new carpets, new chrome, new paintwork and extensive mechanical works, as evidenced by invoices totalling €7,072 on file. It was then sold to the current owner, a Dutch Maserati collector. Currently displaying a total of 106,951 kilometres on the odometer, the car is presented in generally very good condition and offered with French Carte Grise.

€75,000 - 115,000



15

1966 MASERATI SEBRING 3.7-LITRE COUPÉ

Coachwork by *Carrozzeria Vignale*

Chassis no. AM 101 10 275

Engine no. AM 101 10 275

- *One of a mere 591 produced*
- *Delivered new to Italy*
- *Only 12,000 kilometres since an engine rebuild*
- *Matching numbers*







Introduced in 1962, the Sebring was one of the final manifestations of the landmark 3500GT, which had been the linchpin of Maserati's programme to establish itself as a manufacturer of road cars. Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing and Maserati's survival strategy for the 1960s centred on switching production from competition to road models.

The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road car built in significant numbers. A luxury 2+2, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sportscar unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

A car possessing such impeccable antecedents not unnaturally attracted the attention of Italy's finest carrozzeria: Allemano, Bertone and Frua all created bodies for the 3500GT chassis. Most coupés were the work of Touring, while all but one (a Frua-bodied example) of the much less common spyder version were the work of Carrozzeria Vignale.





Introduced in 1959, Vignale's Maserati 3500GT Spyder was the creation of Giovanni Michelotti, at that time the company's star designer. Built on a slightly shorter wheelbase - 250cm as opposed to 260cm - than the coupé and constructed of steel panels rather than the closed car's aluminium, the spyder lasted in production until 1964, by which time only 245 cars had been made.

Built on the short-wheelbase chassis of the spyder and likewise styled by Vignale, the Sebring 2+2 coupé arrived in 1962. By now a five-speed gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options. A 3.7-litre, 245bhp engine became available as the original developed into the Series II (introduced in 1965) while some cars left the factory with 4.0-litre units towards the end of production in 1966, by which time 591 Sebrings had been built.

A manual transmission model, this matching numbers Sebring was delivered new to an unknown Italian owner in 1966. Between 1968 and 1984 the car was in Parma and from '84 to 2000 in Milan. From 2000 to 2014 it belonged to Dr Noel Martine in Belgium and since then has been owned by a Maserati collector in Holland.

The engine and fuel injection system were rebuilt in 1997, since when the car has covered only 12,000 kilometres, while more recently (in 2014) it received new tyres and new brakes. Air conditioning was installed in 2015 and a service carried out. Finished in maroon with black leather interior, this beautiful and rare Maserati coupé is presented in generally very good condition and offered with Netherlands registration papers and roadworthiness certificate.

€265,000 - 315,000



16

Maserati Classiche certified

1973 MASERATI BORA 4700

Chassis no. AM 117 422

Engine no. AM 107 07 47 422

- *Delivered new to France*
- *Matching chassis and engine numbers*
- *Circa 40,000 kilometres from new*







'For a man who wants the last word in sports cars, a mid-engined machine is essential. Racing single-seaters are built to this configuration and so the mid-engined car must be right!
'It is thus of great interest that the famous Maserati firm, which has tended to be somewhat conservative in recent years, has now placed an advanced mid-engined coupé on the market.' – John Bolster, *Autosport*.

The highlight of 1971 Geneva Salon was undoubtedly the sensational new Maserati Bora. With the Bora's introduction, the great Modenese manufacturer followed other supercar constructors in going mid-engined while at the same time abandoning its traditional tubular chassis technology in favour of unitary construction.

Named after an Adriatic wind, the Bora was the work of Giorgetto Giugiaro's Ital Design, at least as far as its bodyshell was concerned; the mid-mounted engine was Maserati's familiar four-cam V8 in 4.7-litre form, the five-speed transaxle came from ZF and the all-independent double-wishbone suspension was penned by Giulio Alfieri, co-designer of the legendary 250F Formula 1 Grand Prix car.

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





By January 1976, Maserati's management apparently had discussed shelving the Bora but later that year decided to continue, though with an enlarged 4.9-litre V8 engine. Only some 25 Boras were made that year, and the total produced from 1971 to 1978 was only 564. The type was finally phased out in 1979. *Motor* magazine concluded its March 1973 road test thus: 'The Bora impressed us as one of the best and most civilised mid-engined exotics we've tried, better developed than most of its ilk and immensely rewarding to drive, especially to drive fast on cross-country roads.' What more could any enthusiast want?

This particular Bora's accompanying Maserati Classiche certificate confirms matching chassis/engine numbers and states that the car was originally finished in Celeste Chiaro (light sky blue) with Senape Connolly leather interior. It retains this original finish today.

We are advised that it has only been repainted once, 10 years ago. Between 1973 and 1990 the Bora was resident in France; it then spent the next 14 years in Japan in the ownership of the Maserati Classic Car President.

The car has covered only some 40,000 kilometres from new. Recently serviced and ready to go, it is said to be 'as new', both inside and out, rust and damage free. Running and driving excellently, the Bora is offered with the aforementioned Maserati Classiche certificate, all tools, Netherlands registration papers, and roadworthiness certificate valid until 2017. Surely one of the very best Boras currently available.

€250,000 - 300,000



17

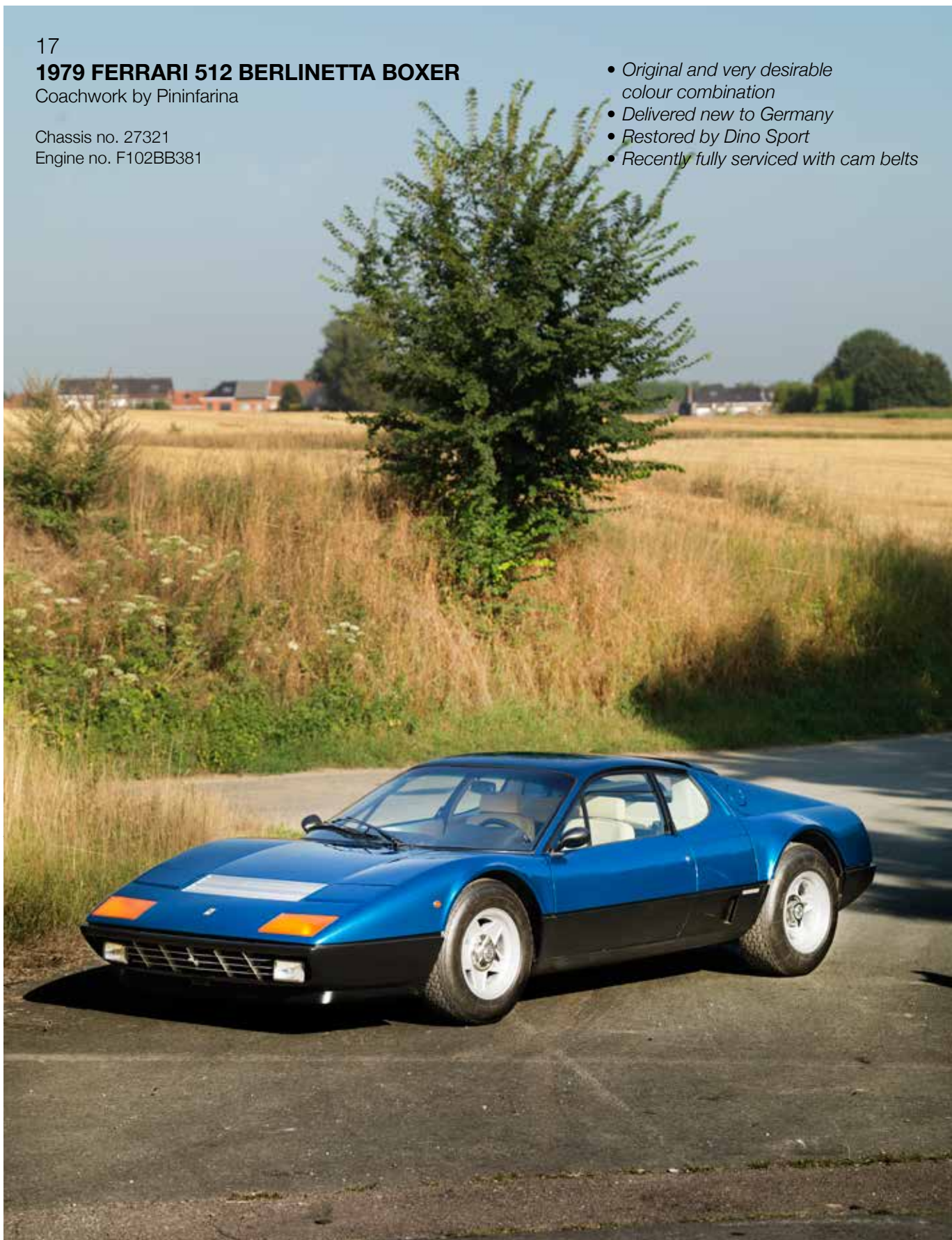
1979 FERRARI 512 BERLINETTA BOXER

Coachwork by Pininfarina

Chassis no. 27321

Engine no. F102BB381

- *Original and very desirable colour combination*
- *Delivered new to Germany*
- *Restored by Dino Sport*
- *Recently fully serviced with cam belts*





Having reasserted itself at the top of the supercar hierarchy with the first 'Boxer' - the 365GTB/4 BB - Ferrari went one better with its successor, the 512BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512BB to meet increasingly stringent emissions targets without loss of performance.

Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm.

The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.

Road & Track magazine had achieved a speed of 280km/h in the preceding 365GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph was felt entirely realistic.





The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. 'That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested. If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability.'

Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for.

One of only 929 512BBs produced, chassis number '27321' was sold new to its first owner by Auto-Becker in Düsseldorf, Germany. The accompanying Ferrari Classiche Production Data sheet states that the car was originally finished in Blu Dino Metallizzato with Crema leather interior, its present colour scheme. Subsequently restored by the Parisian specialist Dino Sport, it was purchased by the current vendor in France and currently displays a total of 67,365 kilometres on the odometer.

The Ferrari is customs paid in Belgium (Form 705) and comes with the previous French Carte Grise; restoration invoices and photographs; the original service book and owner's manual; and an invoice for the most recent service. Carried out by Dino Sport in 2014, the latter included a change of cam belts.

€385,000 - 440,000





1982 TOYOTA FJ40 LAND CRUISER 4X4

Chassis no. 810 127

Engine no. 588 824

- Sold new in France
- 4.2-litre V6 petrol engine
- French registered



Toyota Motor Company was established in 1937 and introduced its first car, the Model AA, that same year. In WW2 Toyota was charged with developing a Jeep-like four-wheel drive off-road vehicle for the Japanese military but it was not until the Korean War that this type of product began to assume any degree of importance for the firm. Commissioned by the United States government, the Toyota Jeep BJ that first appeared in 1951 was both larger and more powerful than the Willys Jeep that had inspired it, boasting a 3.4-litre six-cylinder overhead-valve engine.

Following the end of the Korean War in 1953, Toyota began exploring the civilian potential of its new off-roader, introducing a more refined version powered by a 3.9-litre engine – the 20 Series – in 1955, by which time the evocative 'Land Cruiser' name had already been adopted. In 1960 the concept was updated as the 'FJ40', which for the first time incorporated a low-range auxiliary transmission complementing the existing three-speed synchromesh gearbox, giving six forwards speeds in total.

Toyota's iconic Land Cruiser is one of the few (possibly the only) 4x4 whose reputation compares favourably with that of the Land Rover.

The Land Cruiser's impact has been considerable in the developing world where its ruggedness, reliability and capability of mounting a heavy-calibre machine gun have endeared it to successive generations of local militia groups. Countless versions, both two- and four-door, have been built over the last 60 years on different wheelbase lengths and with either petrol or (from 1974) diesel engines, while some have been made with two-wheel drive only. The Land Cruiser was also built in Brazil as the 'Bandeirante' up to 2001.

Dating from 1982, the left-hand drive Land Cruiser offered here is powered by a 4.2-litre, V6 petrol engine and has the manual gearbox. As such it is a relatively late example of the original Land Cruiser family, which was superseded in 1984 by the J70 series. The Toyota was sold new in France and is believed to have had only three previous owners.

It comes with French Carte Grise, original service booklet, manuals and pouch. Finished in brown/olive with black vinyl interior, the vehicle has covered circa 100,000 kilometres and is described as in generally very good condition. A 'must have' for the serious 4x4 collector/enthusiast.
€40,000 - 60,000



One of three delivered new to France

1970 MAZDA COSMO SPORT 110S COUPÉ

Chassis no. L10B-10769

Engine no. 10A-1865

- One of only 1,176 made
- 72,439 certified kilometres from new
- Engine rebuilt 584 kilometres ago
- Well-known and full French history from new
- Mazda's iconic rare sports car



Although founded in the 1920s, the company that would become Mazda Motor Corporation did not commence series production of passenger cars until 1960. Only four years later the Japanese firm exhibited its first rotary-engined prototype, having acquired the rights to produce NSU's Wankel-designed engines. In 1966 Mazda launched its first rotary, the Cosmo L10A, which went into production the following year. Mazda's flagship model, the Cosmo was powered by a twin-rotor engine displacing 982cc and producing 110bhp, which was enough to endow the pretty two-seater coupé with a top speed of 185km/h. In July 1968 a more powerful and faster (128bhp, 193km/h) L10B version on a longer wheelbase was introduced. Production was limited and when the Cosmo was phased out in 1972 only 1,519 had been made, 1,176 of which were the L10B version.

This example of Mazda's rare early sports car was purchased by the current owner in 2006 from a former Mazda dealer. Dating from 1970, it is the only Cosmo remaining in France of three imported at that time, and was exhibited for several years at the Le Mans Motor Museum.

While in the vendor's hands, the Mazda has participated in many events: Exhibition Place Vendôme at the Rallye des Princesses; Rétromobile, on the Mazda stand; Classics Days at Magny Cours; Le Mans Classic; and various exhibitions at Mazda dealerships and demonstrations of classic cars. It has also been the subject of numerous reports in the motoring press and on television.

This car benefits from extensive restoration, carried out in 2015, much of which was undertaken by Japanese specialists who came to France specially to assist with the task (full details available). The engine was overhauled by a Japanese rotary engine specialist and is still running in, the car having covered only 584 kilometres since the rebuild. Other noteworthy features include overhauled ignition, new oil pump, rebuilt shock absorbers, new starter motor, new battery and new paintwork (in the original cream colour) while many trim parts have been re-chromed. The car is described as in generally very good condition both inside and outside, with everything in accordance with the original specification. No faults were found during the Contrôle Technique carried out on 21st March 2015 and the car also comes with French Carte Grise. The car has all its keys, including the very rare door keys, the operating and maintenance manual and tool kit, all of which are original. A rare find.

€80,000 - 100,000



20

**1965 JAGUAR E-TYPE 'SERIES 1'
4.2-LITRE COUPÉ**

Chassis no. 1E31772
Engine no. 7E5642-9

- *Original Left-hand drive delivery*
- *Restored to original specification*
- *Only 250 kilometres since completion*
- *EU registered*





Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and 150mph top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 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, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

This E-Type Coupé comes with a Jaguar Heritage Certificate stating that it was delivered new in the USA via Jaguar Cars, New York and first owned by one J Harold Erikson Jr. Its original colour scheme was Opalescent Silver Blue with Dark Blue interior.

Between 2014 and 2015 the car was fully and professionally restored to original factory specification, the body being stripped back to bare metal and repaired using the traditional lead lining method. In addition, the engine was rebuilt, blueprinted and converted to accept lead-free petrol; the transmission fully overhauled; a new wiring loom installed; chrome trim restored; new brakes and brake lines fitted; the fuel tank and pump replaced; the carburettors overhauled; the interior renewed; the suspension powder coated; and new wire wheels fitted, the latter shod with Continental 205/70 R15 tyres. Presented in beautiful condition, fresh from restoration, the car is offered with instruction manual; restoration invoices; old US Certificate of Title; Netherlands registration papers and technical inspection; and the aforementioned Jaguar Heritage Certificate.

€130,000 - 160,000



21

Rare left-hand drive example

1955 ASTON MARTIN DB2/4 'MARK I'
3.0-LITRE SPORTS SALOON

Coachwork by Mulliners of Birmingham

Chassis no. LML/938

Engine no. VB6J/464

- *Delivered new by Majestic Automobiles in France*
- *Matching numbers*
- *Attractive colour scheme*





Testing the new DB2/4 in 1954, Autocar acknowledged that the Aston Martin had, 'been well known for very many years as a sports car of fine quality and high performance,' while characterising the Newport Pagnell manufacturer's latest offering as, 'an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations.'

Introduced in October 1953, the DB2/4 widened the already considerable appeal of the DB2 by the simple expedient of installing two occasional rear seats, the latter being facilitated by extensive revisions to the car's rear end. Described by 'The Motor' as 'the fastest automobile in the world capable of carrying two people with a month's luggage', the latest Aston could touch 190km/h while its occupants enjoyed an interior furnished with finest quality leather upholstery and woollen carpets. As well as the extra accommodation, there was also room for more luggage, the latter being accessed via a hatchback rear door. A raised roofline, one-piece windscreen, larger bumpers and other detail styling changes further differentiated the new '2+2' from its predecessor. Otherwise, the DB2/4 remained mechanically much the same as the DB2, though the Vantage (125bhp) engine became the standard specification. A total of 565 DB2/4s was produced before the arrival of the Mark II in October 1955, by which time the 3.0-litre 'VB6J' engine had been standardised.

Its accompanying BMIHT Certificate shows that left-hand drive chassis number '938' was retailed via the Majestic Automobile Company in Paris, France. It was originally finished in black with beige leather interior but for at least the last 24 years has been British Racing Green with matching upholstery. In 1991 the Aston was owned by a Mr Steve Hitchen in the UK but since then has belonged to the 'Amateurs des Voitures Anciennes' collection. Completely restored around 2000, it was sold by the 'Amateurs des Voitures Anciennes' in 2003 and belonged briefly to Axel Schuette. Later that same year the car passed into the ownership of another German.

Acquired subsequently by the current vendor, the car still presents very well, the restoration showing some slight signs of age. Ready to use, it is 'on the button' and performed well on a recent short test drive. This elegant 'Gentleman's Express' comes with the aforementioned BMIHT Certificate; Aston Martin Certificate of Conformity; German Fahrzeugbrief; a copy of the old French Carte Grise (1991); a copy of a compression test; and sundry invoices including one from Aston Service Dorset dated 1991.

€190,000 - 260,000



22

Delivered new to Belgium

1980 BMW M1

Chassis no. WBS00000094301080

Engine no. WBS00000094301080

- One of a mere 455 produced
- One of only 98 finished in orange
- 62,443 kilometres recorded







A proposed Group 5 'Silhouette Formula' for production-based cars triggered the 'M1' programme in the mid-1970s, a mid-engined concept car designed in-house at BMW by Paul Bracq providing the basis.

Ex-racing driver Jochen Neerpasch was responsible for initiating this ambitious project, whose aims included taking on rivals Porsche in the World Sportscar Championship and, ultimately, victory at Le Mans. Development was contracted first to Lamborghini and then to Giorgetto Giugiaro's ItalDesign, although almost all cars ended up being finished in Germany.

Giugiaro's compact coupé bodywork in glassfibre was wrapped around a multi-tubular spaceframe chassis, while a twin-overhead-cam, four-valves-per-cylinder, race-developed version of BMW's 3.5-litre six, driving via a five-speed ZF transaxle, provided the motive power. The wedge-shaped coachwork proved highly efficient aerodynamically, needing very little in the way of additional spoilers and wings in race configuration.

Lamborghini's Gianpaolo Dallara was responsible for developing the suspension, which followed racing practice by using unequal-length wishbones at front and rear. Soberly trimmed in black and grey, the interior was exceptionally well equipped for a sports car, featuring Recaro seats, air conditioning, electric windows, remotely operated door mirrors and heated rear screen.





Lamborghini's withdrawal from the project complicated the production process, which involved the space-frame being built by Marchesi and the glass-fibre-reinforced plastic body shell by TIR, both in the Italian town of Modena. ItalDesign then assembled these two units and added the interior trim and equipment. From there the car went to Stuttgart, where Karosserie Baur fitted all the mechanical systems and components.

First shown at the Paris Motor Show in 1978, the road-going version came with 277bhp and a top speed of 160mph, making it Germany's fastest production sports car. By that time the car had acquired the model designation 'M1', standing for the first car developed and built by BMW Motorsport GmbH. BMW's long awaited new supercar was rapturously received; one American enthusiast was reported to have ordered three, which was perhaps all the more surprising given the price: DM 100,000, enough to buy four BMW 323i models with enough left over for some optional extras.

Only ever intended as a limited-edition model, the M1 ceased production after only 445 examples had been built, a minimum of 400 being required for homologation. In the event, the abandonment of the Group 5 Silhouette Formula robbed the car of its raison d'être, though the M1-only Procar Series run at Formula 1 Grand Prix races provided BMW Motorsport with a valuable showcase by way of consolation, Niki Lauda winning in 1979 and Nelson Piquet in 1980.

In the USA the M1 dominated the 1981 IMSA GTO Championship, Dave Cowart's example winning 12 out of the 16 races. It was a fitting sign-off at the end of the M1's final year of production.





This particular M1 was purchased new in Belgium by a British diplomat, Mr J Wolfe, who brought it to the UK. There is a BMW (GB) invoice on file, dated February 1981 and made out to Mr Wolfe, for unspecified repairs costing £4,238. Subsequently the car was registered in the UK (in April 1989) as 'KCH 457V', passing via Sytner of Nottingham Ltd to the second private owner, Richard Turner of Gillingham, Dorset in October 1991. The M1 then passed via Classic Automobiles Ltd of Wandsworth, South London to the current owner in Spain in April 1994 (sales invoice on file).

Since acquisition, the car has covered some 47,000 kilometres, the current odometer reading being 62,443km. The owner has not needed to do much to the M1, confining himself to replacing the fuel lines, water hoses and hydraulic hoses (eight years ago) and replacing the steel sump with a stainless item.

Otherwise un-restored and original, the car is offered with the aforementioned bill and sales invoice, copies of old UK registration documents, and Spanish registration papers.

An important landmark in BMW's history, and in particular of its involvement with motor sport in the post-war era, the M1 is already highly collectible and is surely destined to become increasingly sought after by discerning aficionados of the marque.

€450,000 - 650,000





1959 MGA TWIN CAM ROADSTER

Chassis no. YD3/2312

Engine no. 16GB-DA-1487

- *Rare and desirable Twin Cam model*
- *One of a mere 2,111 produced*
- *Original Left-hand drive delivery*
- *Recent complete engine rebuild*



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.

Imported into Belgium in 2013, this original left-hand drive Twin Cam roadster was despatched from the factory on 29th June 1959 as a Personal Export Delivery to the USA. The car was originally finished in black with red interior and grey hood. An older restoration, it enjoyed long-term ownership in the USA before being exported to Portugal in 2008.

While in the possession of the current vendor the car has had a full engine rebuild and the bodywork now presents very well. Finished in red with black interior and matching hood, the car is described as in generally good condition and offered with BMIHT certificate, old US title, Portuguese registration papers and Belgian 705 import papers. A close-ratio gearbox and an oil cooler are notified and positive deviations from standard factory specification.

€45,000 - 65,000



24 *

1959 LOTUS ELITE

Chassis no. 1110

Engine no. 7607

- Matching numbers
- Featured in *Classic Car* magazine, 1990
- Long term private ownership



With the Lotus 14 of 1959 → better known as the Elite → Colin Chapman demonstrated that his skills as a racing car designer and constructor could just as easily be applied to production road cars. The Elite was, nevertheless, conceived with competition in mind - Chapman had his sights set on class wins at Le Mans and the Monte Carlo Rally - and incorporated technology developed in Lotus's single seaters. Every bit as innovative as Chapman's outright competition cars, the Elite featured a glassfibre monocoque body tub - the world's first - independent suspension all round and four-wheel disc brakes, the rears mounted inboard. Its engine was the four-cylinder Coventry-Climax FWE, a single-overhead-cam unit of 1,216cc producing 75bhp, while the gearbox, an MGA unit fitted with an alloy casing and modified bell-housing, was sourced from BMC.

The classically styled body → the work of Peter Kirwan-Taylor and aerodynamicist Frank Costin → although possessing an admirably low coefficient of drag (0.29), made few concessions to comfort or noise suppression, not that that is likely to have bothered the Elite's customers, for whom its 112mph top speed and superlative handling were of far greater importance. The motoring press were fulsome in the praise, *Autocar* declaring: 'The road manners of the Elite come as near to those of a racing car as the ordinary motorist would ever experience.'

Chassis number '1110' was purchased in the USA in the 1980s by the then leading Jaguar restoration specialists Mill Lane Engineering of Godalming, Surrey, who then spent some 735 man-hours on its complete restoration (details on file). MLE stripped the tub back to its gel coat, made any necessary repairs and then re-gelled and repainted it to show quality in the current livery. The Coventry Climax engine was treated to a full overhaul including new cylinder liners, reground crankshaft, new pistons, refaced cylinder head, and new valve seats and guides. The gearbox was rebuilt, as was the suspension and brakes; in all, some £8,000 was spent on parts and materials.

Completed in the spring of 1990, the Elite featured in an article published in *Classic Cars* magazine, which referred to it as 'a gem', and shortly thereafter was purchased by the immediately preceding owner. The latter did not use the car, which was always kept garaged and thus had not deteriorated when he offered it for sale at a UK auction in 2002. Purchased there by the current vendor, the Elite has covered only some 1,000 kilometres over the course of the last 13 years and remains in commensurately good condition. There are bills on file for general servicing, including fitting a new clutch (in 2009). Additional documentation consists of a Swiss Carte Grise; copies of MLE correspondence and restoration details; Lotus Cars' letter confirming matching chassis and engine numbers; and copies of old UK V5 registration documents.

€65,000 - 95,000



25

One of only 614 made

1968 PORSCHE 911S 2.0-LITRE TARGA

Chassis no. 119310163

Engine no. 6390591

- *Most sought after 'S' version*
- *Matching numbers*
- *Attractive colour scheme*
- *Optional sport seats from new*





The first of countless up-grades 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. Introduced on the 1969 range, the extension of the wheelbase by 57mm represented the first major revision of the original 911 design. Production of these 'B Programme' cars, as they are known, began in August 1968, their introduction coinciding with the adoption of Bosch mechanical fuel injection on the 'Normal' and 'S' models. The latter now had 170bhp on tap, which was good enough for a top speed of 220km/h.

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 Targa Florio - 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.

A 1969 model built in 1968, the car offered here is one of only 614 Porsche 911S Targas completed for that model year. Delivered new to the USA, the Porsche was ordered with some important factory options such as leather Recaro sports seats with headrests, radio/antenna, etc. This 911S Targa was imported into Switzerland circa 1990 and restored there at a cost of over 200,000 DM, though unfortunately there are no supporting invoices available. The car subsequently came to the Netherlands where it has had only two owners, including the current vendor. Presented in generally excellent condition, it represents a rare opportunity to acquire this most sought after 911 Targa model. The car is offered with Netherlands registration papers and Porsche 'Birth Certificate' confirming matching numbers and listing the various factory options it was delivered with.

€140,000 - 210,000



Offered from the private collection of the former Jaguar importer for Belgium

1967 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE COUPÉ

Chassis no. 1E33649

Engine no. 7E10685-9

- Delivered new to Belgium
- Current ownership since 1981
- Full Belgian history from new
- Approximately 113,000 kilometres
- Highly original example



01

Delivered new to Belgium, this highly original E-Type Coupé is offered for sale by the former Jaguar importer for Belgium, Mr Jacques de Clippel. The E-Type was registered in Belgium on 2nd June 1967 and first owned by a Mr John Hiel, who later passed it on to his son-in-law before the car was sold in 1975 to Massenhof PVBA in Antwerp. In 1976 the Jaguar was owned briefly by Citroën Garage Francois of Emblem, Belgium before passing on to Garage Centrauto of Antwerp that same year (invoice on file). In 1981 Garage Centrauto sold the E-type back to the man who had imported it originally: Jacques de Clippel (invoice on file). This car and its owner are recorded in the International Jaguar E-Type Register.



02

01

'JAG 005' featured in the magazine *Panorama*, August 1993

02

'JAG 005' on a classic car gathering with its current owner, c. 1985





The E-Type was partly restored in 1986, as recorded in a note on file from Mr de Clippel to his son requesting the highest quality workmanship and respect for originality. While Mr de Clippel was driving his E-Type on the motorway in August 1987, a fuel tank fire was spotted by another motorist - a Mr Sellis. Thanks to his quick reaction the fire was soon under control and the car was saved (see 'thank you' letter in the history file).

The rear section of the E-Type was then restored together with the fuel tank and associated components, and the car partially re-sprayed. The front section of the body, including the doors, remained untouched.

In November 1987 Mr de Clippel decided to renew the roof lining and some trim parts that had suffered fire damage (correspondence on file). At the same time he had a manual steel sunroof installed, a modification that he considered not only very practical but also one that added value to the car. The invoice for these works is on file and the steel sunroof remains in perfect working order.

In February 1988, Mr Ivan Mahy completed a report on the E-Type confirming its excellent condition with 11,816 kilometres recorded on the odometer (111,816 kilometres from new).

In 1996 the odometer reading was 12,800 kilometres (112,800 actual) which is confirmed by several old documents and correspondence with the E-Type Register. By this time the car's use was restricted to special occasions, and most of the time it was kept on showroom display as a fine example of this iconic design. The odometer currently shows 12,870 kilometres (112,870 actual).

The car has just received a mechanical service and is said to be in good working order. Highly original and with full Belgian history, it comes with a copy of the old Belgian registration 'JAG 005' (1992); copy of the old Belgian registration 'BCZ 698' (1975); old invoices for work carried out; the aforementioned Mahy Report; owners' notes and correspondence; photographs of the fire damage and details of the insurance pay out; and a 1981 service invoice. An original E-Type steering wheel; Jaguar booklet celebrating 50 years of the E-Type; Belgian 'Panorama' magazine of 1993 featuring this car; and an original Jaguar E-type 4.2 Litre FHC sales brochure (in French) are included in the sale.

€80,000 - 120,000



27

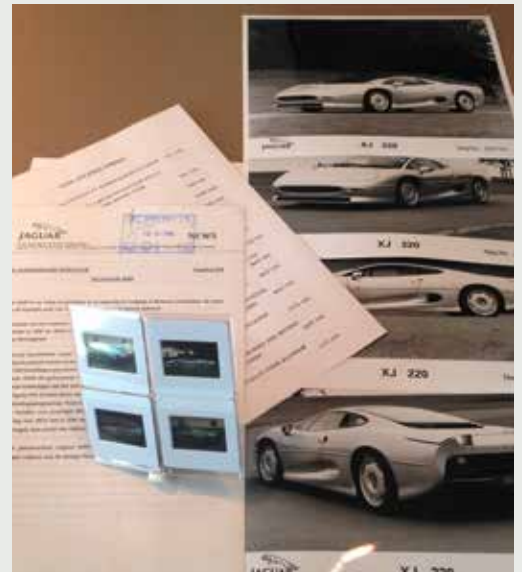
Offered from the private collection of the former Jaguar importer for Belgium

1992 JAGUAR XJ220 COUPÉ

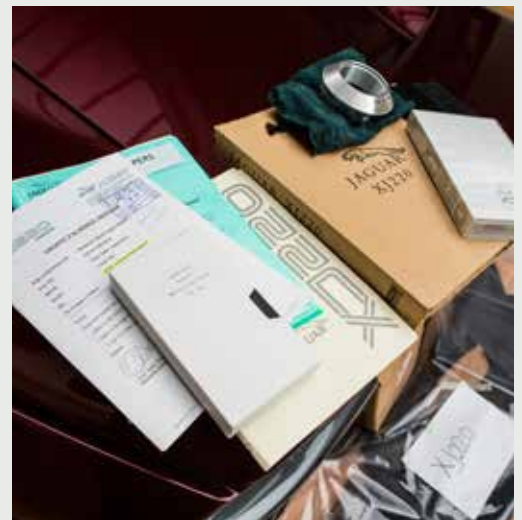
Chassis no. SAJJEAEX8AX220874

- Number '33' of 280 made
- Owned from new by the Belgian Jaguar importer, Jacques de Clippel
- Only 1,080 kilometres from new
- Fully documented





The XJ220 no. 33 taken out on garage plates to Jacques de Clippels' home, July 1993



The words 'supercar' and 'sensational' are often to be found in conjunction, and no more justifiably so than in the case of Jaguar's fabulous XJ220. Worthy successor to the multiple Le Mans-winning C-Type and D-Type Jaguars of the 1950s, the XJ220 grabbed the headlines, just as its illustrious forebears had done in previous decades, when the prototype burst upon an astonished world in 1988. A planned limited production run of a minimum of 220 and a maximum of 350 cars, combined with an eventual VAT-inclusive price tag of nearly £403,000, only served to further ensure the XJ220's exclusivity. Interest was intense and almost 1,500 orders were received.

Jaguar then had the task of allocating cars to those privileged few customers that it considered worthy of ownership. In the event, changed economic circumstances mean that many of those who had paid the £50,000 deposit were unable to take delivery. The production XJ220 was officially launched at the 1991 Tokyo Motor Show and when production ended in 1994, 280 examples had been built.

Planning for Jaguar's proposed 300kph supercar had begun in the mid-1980s - design proceeding mainly in the project team's spare time! - and finally bore fruit when the prototype was exhibited at the UK Motor Show in 1988. The XJ220 survived Jaguar's take-over by Ford the following year but when it eventually entered production in 1992 was a very different beast.

Gone was the prototype's 6.2-litre V12 engine, replaced by a Cosworth-designed, 3.5-litre, twin-turbo V6 as used in the XJR-11 sports-racer, while other casualties of the need to simplify the design for production included the prototype's four-wheel drive and adaptive suspension. Producing no less than 542bhp, this stupendous engine enabled the XJ220 to meet its 300kph-plus design target, F1 driver Martin Brundle recording a speed of over 217mph during track testing. The 0-100mph time was staggering 7.9 seconds!





Drawing on experience gained from Jaguar's double-Le Mans-winning Group C sports racers, the XJ220 was constructed around a bonded and riveted monocoque chassis formed from lightweight, corrosion resistant, aluminium-alloy sheet re-enforced by aluminium honeycomb sections in highly stressed areas.

Similarly race-derived was the double-wishbone suspension, adapted to provide acceptable comfort under road conditions, while other competition-influenced features were the AP Racing brakes, Speedline aluminium alloy wheels (17" diameter at the front, 18" at the rear) and FF Developments, five-speed, all-synchromesh transaxle with viscous-control, limited-slip differential.

A left-hand drive model finished in Burgundy with beige leather interior, XJ220 chassis number '874' is the 33rd car produced. It has been owned from new by the former Jaguar importer for Belgium, Mr Jacques de Clippel, who proudly displayed the company's flagship model at his Jaguar showroom in Antwerp. XJ220 allocation was a highly sensitive issue; this is an early number and therefore highly sought after.

The car was delivered on 16th December 1992 but was not first registered until September 1997, on the Belgian plate 'JAG 181', thus avoiding possible problems had registration been delayed any longer. Driven only sparingly, it has covered only 1,080 kilometres from new and has always been kept in the showroom as its flagship. Around 1½-2 years ago a major service was carried out, including replacement of the cam belts and fuel tank. This work was carried out by the vendor's own Jaguar mechanics.





To say that this car if well documented would be a gross understatement. The history file contains the following:

- Belgian registration papers (1997)
- Copy of the sales invoice dated 28/08/1992 to Mr Jacques de Clippel
- Invoice from Project XJ220 to Jaguar Belgium
- Personalised hubcap with owner's name and number '033'
- A quantity of promotional and press material and letters including Jaguar XJ220 technical specifications and Sales & Marketing letters from Jaguar Belgium and a full accessories list

- Extensive correspondence with Factory Project XJ220 Limited (Oxon, UK) and Jaguar
- Confirmation of the two deposits paid to order this car
- Transport note for delivery when new
- Owner's notes
- Jaguar XJ220 technical specifications document, sales brochures, etc.
- XJ220 After Sales Customer Questionnaire.
- Certificate of conformity for the fuel bladder (2010)
- Period photographs of the car on garage plates in July 1993
- Confirmation of the XJ220 final build specification (colours) 18/05/1992

In short, the history file contains all the documentation and correspondence ever concerned with this car apart from invoices for services, as they were carried out by the owner himself. Even the invoice for the original dust cover and body protection kit is there.

The XJ also comes with the aforementioned 7-piece body protection kit designed to protect the front and rear wings, etc. during servicing or storage. Presented in 'as new' condition and fully documented, this wonderful XJ220 is worthy of the closest inspection.

€280,000 - 420,000



28

1961 ALFA ROMEO 2000 SPIDER

Coachwork by Carrozzeria Touring

Chassis no. AR 1020402771

Engine no. AR 00204

- *European delivery*
- *Matching chassis, body and engine numbers*
- *Restored between 2004 and 2008*





Replacement for the 1900 line, the 102-Series 2000 cars first appeared in 1958 and were unusual in so far as production of the stylish Touring-bodied Spider version outstripped that of the Berlina. Nowadays referred to as the 'old' 2-litre, the twin-cam 2000 engine combined elements of the superseded 1900 and new Giulietta, retaining the former's cast-iron block and separate cam covers but featuring the latter's bucket-and-shim method of valve adjustment. Spider and Sprint versions came with 115bhp on tap, good enough for a top speed in excess of 110mph.

Beneath the skin the 2000 remained much as the last of the 1900s, with independent front suspension, live rear axle, five-speed gearbox and drum brakes all round. Touring's renowned Superleggera (Superlight) method of body construction was employed, though now the panels were machine-pressed rather than hand-beaten, greatly speeding up production. Despite a relaxed high-speed cruising ability and excellent smoothness, the 2000 in its day tended to be overshadowed by the smaller and cheaper Giulietta, and only now is the model beginning to receive the attention it deserves.

This Alfa Romeo 2000 Spider was delivered new in Bologna, Italy to an Alfa Romeo dealer, Viviani. The first owners, Mr and Mrs Verde, kept the car until 1981, covering around 35,000 kilometres in it. In 1981, the Alfa was shown at a local classic show in Bologna and a Mr Peterson from Phoenix, Arizona bought it and brought it to the USA. Mr Peterson kept the car for 22 years and then sold it to a Mr Black who completely restored it: engine, transmission, brakes, tyres, exhaust, leather, chrome, paint, etc.

In 2008, the car competed in the California Mille and the Colorado Grand Rally without encountering any problems. In 2011, it was sold at auction in the Netherlands, passing to a Mr de Vries. Finished in red with black leather interior, the car currently displays a total of 49,556 kilometres on the odometer and is described as in generally very good condition. Offering performance, elegance and comfort in equal measure, this beautiful classic Alfa Romeo is offered with Netherlands registration papers and roadworthiness certificate.

€90,000 - 120,000



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

Chassis no. 1E12172

Engine no. 7E7115-9

- *Original Left-hand drive delivery*
- *Professionally restored in 2014/2015*
- *Invoices on file*
- *Attractive colour combination*



'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.'

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine.

The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.





This E-Type roadster was exported new to Jaguar Cars, New York, USA on 21st December 1965 and sold to its first owner, Patrick C Badel. Imported into the Netherlands in 2014, it was purchased by the current owner in November 2014 and has been the subject of a full 'body off' restoration carried out between November 2014 and July 2015 by Classic Restoration Services (CRS) in Vreeland, Netherlands. CRS have extensive experience of Jaguar XK and E-Type restoration, and this car is presented in perfect mechanical and cosmetic condition.

Works carried out include completely dismantling and sandblasting the body back to bare metal, after which detailed and extensive repairs were carried out using genuine body panels supplied by Martin Robey and SNG Barrett. All bodywork was finished by the traditional 'lead loading' method and then re-sprayed in Opalescent Dark Green by Hurenkamp Spray Company, a specialist with more than 20 years experience in repainting classic Jaguars. The bodywork alone took close to 300 man-hours to complete.

The engine was rebuilt by specialist MRA, with a conversion of the cylinder head to accommodate lead-free petrol but otherwise to original specifications, while the original gearbox was completely overhauled with new synchromesh, lay-shaft and bearings. The fuel system was entirely rebuilt with new components such as the tank, fuel lines and pump, and the carburettors rebuilt and tuned to original specifications.

A new wiring loom was installed and all the electrical components overhauled or replaced with new where necessary. The entire suspension system was sandblasted and either painted or powder coated prior to re-assembly with new ball joints, bearings, etc. As is CRS's standard practice, the braking system components are new throughout: discs, servo, master cylinder and Kuniifer pipes. Aldridge Trimming of Wolverhampton (UK) supplied the full interior trim kit in suede green leather and the black convertible top.

All chromed parts were either re-plated by Chrome Restoration Services in the UK or replaced with new items supplied by SNG Barrett. In addition to the foregoing, the brakes were upgraded, 123 electronic ignition installed and the car fitted with 72-spoke MWS competition wire wheels with Continental 205/70R/15 tyres. The total restoration took close to 850 man-hours.

This beautifully presented E-Type roadster comes complete with tool kit and owner's manual, while accompanying documentation consists of a Jaguar Heritage Certificate; title document; and build sheets and invoices for the engine, transmission, chassis, suspension, brakes, bodywork, paintwork, brightwork and electrics.

£140,000 - 180,000



30

Rare 'S' (Sinistra) left-hand drive model

1958 LANCIA AURELIA B20'S' GT 6TH SERIES COUPÉ

Coachwork by Pinin Farina

Chassis no. B20S 1686

Engine no. B20 5261

- Matching numbers
- Rare original colour scheme
- Desirable floor-shift
- Recently restored to original specification

'The B20 represented the birth and the realisation of the "Gran Turismo" concept – that is, an elegant comfortable sports car. The contemporary slogan was right on target: "A sports car in Tails" and Pininfarina's bodywork remains a masterpiece of formal beauty.' – Manganaro and Vinai 'Lancia Corse', 1988.

Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. After WW2 Lancia had recommenced production with the Aprilia and its smaller cousin the Ardea, but waiting in the wings was yet another groundbreaking design: the Aurelia.

Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts.

An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.





The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 was good for a top speed of over 160km/h.

Stunning the motor racing world, a mildly race-developed B20 driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-litre works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence. Sharing his Aurelia B20 with Umberto Maglioli, Bracco won the Targa Florio for Lancia in 1952 and in 1954 another B20 won the Monte Carlo Rally in the hands of the famous Monegasque driver Louis Chiron.

Almost all Lancias of this period were right-hand drive, which makes this 'S' (Sinistra) left-hand drive B20 all the more unusual.

Delivered new to Portugal, this superb matching-numbers Aurelia B20 belongs to the final (6th) series and thus benefits from the De Dion rear axle, introduced on the 4th series, which was more robust than the semi-trailing arm independent suspension of the earlier cars. Also, by this time the engine characteristics had been optimised for more torque. This particular car also has the desirable floor-mounted gear shift.

'1686' was restored recently to original specification, with special care given to retaining as many original parts as possible. The car was stripped completely and repainted in the original, and rare, colour scheme. In addition, the engine was rebuilt and balanced, as was the prop shaft and drive train, while all the chrome trim was re-plated.

In superb condition after its extensive restoration, the Aurelia is 'on the button', ready to use, and is said to sound amazing and perform superbly. Indeed, with its light weight, precise steering, cornering balance and responsive engine, all working in perfect harmony, this iconic 1950s GT is a real treat to drive. Representing the model in its ultimate and most desirable configuration, this beautiful example of Lancia's legendary B20 GT is offered with Belgian Carte Grise and FIVA identity card.

€130,000 - 180,000



31

Rare factory electric sunroof and 5-speed manual gearbox option

1976 PORSCHE 911 CARRERA 3.0-LITRE COUPÉ

Chassis no. 9117600644

Engine no. 6670853

- *Delivered new to Munich, Germany*
- *Matching numbers*
- *Matching colours*
- *One of only 1,473 examples of the 1977 model*





The legendary Porsche 911 Carrera RS resulted from the Zuffenhausen factory's realisation that the excess weight of its top-of-the-range 2.4-litre 911S production model restricted its development potential for racing. The result was the lightweight Carrera RS (RennSport). As the homologation regulations required that cars had to be built to the lightweight, racing specification, customers wishing to purchase a Carrera RS for the road had to specify the Touring package that cost an extra DM 2,500 and offered the greater comfort of the 911S's trimmed and upholstered interior. When the homologation targets had been met, the lightweight RS was discontinued but the Carrera name continued on Porsche's top-of-the-range model, which as the new, series-production 911SC mounted the RS's 2.7-litre engine in a full-weight, fully trimmed bodysell; the tail spoiler was an option.

Equipped with 3.0-litre, 200bhp engine introduced for 1976, this Porsche 911 Carrera was delivered new in December 1976 to the Mahag dealership in Munich, Germany but is believed to have gone straight to Switzerland. The car was registered on 1st April 1977 and first owned by a Mr Peter Groom of Zurich. Chassis number '600644' has the optional five-speed manual gearbox (915/61) instead of the standard four-speed, while other factory options include tinted windows, electric sunroof, 15" alloy wheels, radio antenna and speakers in the doors.

The original exterior colour was Continental Orange and both it and the electric sunroof are rare options for a 1977-model Carrera.

In 1999, by which time it was dark grey in colour, the Porsche was imported into the Netherlands by Nico Alblas and sold to Mr Ron Zwemmer from Zandvoort. The current (third) owner has since returned the Carrera to its original Continental Orange, a particularly stunning colour that suits it well. The car was restored a couple of years (and some 10,000 kilometres) ago by Piet Kraan in the Netherlands, with over €11,000 being spent on overhauling the engine and gearbox. It is believed never to have had an accident, as no signs of any such damage were found during restoration. The Carrera performed very well on a recent test drive, its power being truly impressive. The current odometer reading of 190,000 kilometres is believed genuine.

The car is offered with current Dutch registration papers; old Swiss registration papers (1992); restoration photographs and details; sundry invoices (engine overhaul); and recent (2015) taxation report confirming its generally excellent condition (inspection recommended).

€95,000 - 155,000



32

1973 FERRARI 365GT4 2+2

Coachwork by Pininfarina

Chassis no. F101AL 17229

- *Delivered new to France*
- *One of only 524 made*
- *Partially restored and freshly repainted*





'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 365GT4 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 example of the ultimate Ferrari of its day was delivered new to France. Finished in bronze with beige leather interior, the car is described as partially restored (there are no invoices available) and is currently being repainted. Currently displaying a total of approximately 140,000 kilometres on the odometer, this beautiful Ferrari four-seater is offered with Swiss Carte Grise relating to the previous owner and customs-stamped Belgian Form 705. Its original two pieces of fitted luggage are included in the sale.

€90,000 - 120,000



33

1993 FERRARI 512 TR

Coachwork by Pininfarina

Chassis no. ZFFLA40B00097042

- *Delivered new to Germany*
- *Only 44,000 kilometres from new*
- *Original ABS option and Alpine CD changer*
- *Complete with all books and tools*





Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp 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. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

In 1992 the original Testarossa was succeeded by the extensively revised and improved 512 TR version, which came with 422bhp on tap and noticeably greater grip than its predecessor, the latter being much appreciated by Autocar's tester: 'The 512 resolved information about the road surface explicitly; the Testarossa's feedback wasn't as sharply focussed nor ultimately as useful when travelling quickly.' And the 512 TR could certainly manage that, its claimed top speed being 314km/h.

This stunning 512 TR was sold new to its first owner in Germany before being acquired in 2005 by the current vendor in Italy. For fiscal reasons he changed the ownership among his companies, but the TR has always been kept by the vendor as part of his stable of Ferraris, among them a 365 GT 2+2, 512 BBi and 575. The total distance travelled from new amounts to a mere 44,000 kilometres. Importantly, this car features anti-lock brakes, an option at the time, though the ABS may be switched off by the driver.

The car is described by the vendor as in generally excellent condition and comes with Italian registration documents, the original instruction book and service manual, and the original tool kit, including the emergency tyre puncture kit. Finished in the classic colour combination of red with black leather interior, this 512 TR is a most attractive proposal for the Ferrari aficionado.

€190,000 - 240,000



2005 FORD GT

Chassis no. IFAFP90S85Y401094

- *One of only seven scheduled for France*
- *Full Belgian history*
- *Approximately 18,000 miles (29,000 kilometres) from new*



'The GT40 Concept casts a familiar, sleek silhouette of its predecessor, yet every dimension, every curve and line on the car is a unique reinterpretation of the original. The GT40 features a long front overhang reminiscent of 1960s-era race-cars. But its sweeping cowl, subtle accent lines and fibre-optic headlamps strike a distinctly contemporary pose. Its new lines draw upon and refine the best features of GT40 history and express the car's original identity.' – Ford Motor Company.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. The GT40 first ran competitively in 1964 but failed at Le Mans that year and again in 1965. That first sweet Le Mans victory would fall to the 7-litre MkII, with victory the following year going to a US-built MkIV 'J' car. (The GT40 MkIII was the British-built road-going version).

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

The 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department under the direction of John Coletti and Fred Goodnow. The composite body panels are unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, SVT Engineering developed an all-new aluminium spaceframe combining extruded sections and panels. Doubling as fuel reservoirs, a pair of massive sills contributed much to the original's chassis stiffness, whereas the new GT40 relies on a centre-tunnel 'backbone' that greatly improves ease of entry and exit. The suspension design is an advance on the original's, consisting of unequal-length control arms and a pushrod/bell-crank system acting on horizontally mounted coil spring/damper units. Braking is handled by six-piston, Alcon callipers with cross-drilled and ventilated discs all round.





In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, today's supercharged MOD 5.4-litre V8 produces 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle uses ZF internals and was sourced from RBT Transmissions, who's founder Roy Butfoy had been a member of Ford's racing team at Le Mans.

The interior features leather-upholstered, Recaro bucket seats with aluminium ventilation grommets embedded into the panels. The instrument layout follows the original's, comprising analogue gauges and a large tachometer complemented by modern versions of the traditional toggle switches.

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

Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name.

This left-hand drive GT is one of 101 examples specially built by Ford for the European market, which could only be delivered in either the UK or Switzerland. Its first owner, a Frenchman residing in Belgium, ordered this car new in France and had to pass the manufacturer's vetting procedure before being selected as a worthy customer. He wanted to have the car delivered in Belgium, which was impossible, so chose to have it delivered to Switzerland. The car was duly delivered there, with zero miles recorded, and then immediately transported by truck to Belgium where it was homologated and registered five days later on 29th December 2005 with the appropriate plate 'FGT 094'. The car was kept in Belgium by its first owner until 2014, by which time it had covered a mere 18,000 miles (approximately 29,000 kilometres) from new. Only a handful of miles has been added to the total since then and the car remains in generally excellent condition. It comes with Belgian registration papers and a copy of its old Belgian registration papers.

€300,000 - 400,000



35

1971 FERRARI 365GTB/4 'DAYTONA' BERLINETTA

Coachwork by Pininfarina

Chassis no. 14475

- *Massini report on file*
- *Mechanicals, bodywork and interior restored in 2006*
- *Matching numbers engine rebuilt in 2010*
- *Fitted with desirable Borrani wire wheels*









'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast - it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT.

It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - Car & Driver, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of Ferrari like the 365GTB/4; the 'Daytona' name was unofficial, bestowed by the press in honour of Ferrari's crushing victory at that circuit's 24-Hour Race in 1967. Responding to the challenge from Lamborghini, Ferrari had introduced its first road-car V12 engine with four overhead camshafts on the preceding 275GTB/4 and this superior type of valve gear was retained for the Daytona.

The latter's engine though, was considerably enlarged, displacing 4.4 as opposed to 3.3 litres, in part to compensate for the Daytona's increased weight but more importantly to guarantee Miura-beating performance; its 352bhp and 318lb/ft of torque ensuring that these targets were met. Dry-sump lubrication enabled the engine to be installed low in the multi-tubular chassis, which featured all-independent wishbone and coil-spring suspension first seen in the 275GTB, while a five-speed rear transaxle enabled 50/50 front/rear weight distribution to be achieved.





One of Pininfarina's countless masterpieces, the influential shark-nosed body style combined muscularity and elegance in equal measure. An unusual feature of early Daytonas was a full-width transparent Plexiglas panel covering the headlamps, replaced by electrically operated pop-up lights towards the end of 1970. At the time of its introduction in 1968 the Daytona was the most expensive production Ferrari ever and, with a top speed in excess of 170mph, was also the world's fastest production car. Deliveries commenced in the second half of 1969 and the Daytona would be manufactured for just four years; not until the arrival of the 456GT in 1992 would Ferrari build anything like it again.

Chassis number '14475' was manufactured in September 1971 to US market specification and delivered new to Yonge Steeles Motors in Toronto, Canada, at which time it was finished in Dino Blue with beige interior. Its ownership is not known, but the Ferrari was subsequently exported from Canada to Belgium where it was advertised for sale by Sport Auto in July 1991.

In 2000 the Daytona found a new owner in Germany where it was maintained by Nürnberg Ferrari agents Neuser, who carried out a rebuild of engine, gearbox, transaxle and chassis in September 2001. It was owned subsequently by a Dr Walter Leuthäusel in Germany.

In 2006 the Ferrari changed hands again and was consigned to M Schürer in Munich where the mechanicals and bodywork were fully restored and the car repainted in its original factory colour. The interior was renewed by the renowned specialist Luppi in Modena. In 2010 the Daytona was sold to a European collector and the engine rebuilt once again. Well known Swiss marque specialist Edi Wyss thoroughly detailed the car in 2012, after which it was sold to the current owner, a Munich-based collector. Covered entirely with protective foil, this matching numbers Ferrari looks perfect and drives equally well. A stainless steel exhaust and Borrani wire wheels are noteworthy features. Accompanying documentation consists of a Massini Report, German registration papers and TÜV.

€750,000 - 950,000





36

48,500 kilometres from new

1999 FERRARI 550 MARANELLO COUPÉ

Chassis no. ZFFZR49B000116980

Engine no. 54445

- Delivered new to France
- Only two previous owners
- Attractive colour scheme
- Recently serviced by Pozzi (belts changed)





'The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago.' – *Car magazine*.

With the introduction of the 550 Maranello in 1997, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

A 2000 model built towards the end of 1999, this particular 550 Maranello was delivered new to Toulouse, France via Charles Pozzi, the French Ferrari concessionaire. Finished in Navy Blue with beige leather interior, this beautiful car has had only two previous owners and currently displays a total of 48,500 kilometres on the odometer. It is offered with the original Ferrari maintenance books, French Carte Grise and two service invoices from Charles Pozzi, the most recent of which (dated July 2015) was for a 50,000km service (undertaken in advance) including a change of timing belts.

€100,000 - 140,000



1996 PORSCHE 911 TYPE 993 TURBO COUPÉ X50

Chassis no. WP0ZZZ99ZTS371323

Engine no. 61T02471

- *Delivered new to Switzerland*
- *2 owners from new*
- *Circa 84,000 kilometres from new*
- *More powerful (430PS) X50 engine option*



An important landmark in the Porsche 911's continuing development arrived for 1994 with introduction of the Type 993, destined to be the last to use the air-cooled engine that had been a distinguishing feature of the 911 since its introduction 30 years previously. The Type 993 is regarded by many as the most beautiful 911 of all.

Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognisably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest 3.6-litre version of Porsche's perennial flat-six engine.

Along with the sleeker bodywork came new multi-link rear suspension that improved both ride quality and roadholding, reducing the 911's characteristic lift-off oversteer. The 3.6-litre engine not only produced more power than before but made it available over a wider rev range thanks to 'Variocam' variable valve timing and variable-length air intakes.

Introduced in 1995, the Type 993 Turbo was the first Porsche production model to feature a twin-turbo-charged engine and the first 911 Turbo to incorporate permanent four-wheel drive. With 408PS (402.5bhp) on tap, the Type 993 Turbo offered a level of performance approaching that of the Porsche 959 supercar, racing to 100km/h in around 4 seconds on its way to a top speed of 290km/h.





The example offered here is even more powerful, boasting the optional 430PS (424bhp) engine better known as the X50 option and the all important option code 706 (Technical Changes from 1995 Turbo) which was only applicable to cars built in 1996 onwards. A All Matching Numbers Car, as confirmed by the CoC (with the Vehicle File). While other factory additions to the already supreme level of standard equipment include impact-damping bumpers, tinted glass, cruise control, electric sunroof, Porsche radio/cassette, 92-litre fuel tank and lumbar-support seats.

Delivered new to Switzerland, the Turbo was purchased by a doctor in St Moritz in June 1996 and owned by him until the current vendor bought it in 2013. The car has been regularly serviced at Main Porsche Dealers in the Swiss Network & UK including Porsche Zentrum Maienfeld, from whom it was purchased by the current owner. A technical inspection and makeover was then carried out at Porsche Classic in Stuttgart costing circa €3,094 (invoice available).

The car then underwent a full re-spray (Glazing out) in factory-correct black metallic code Z8Z8, New Front & Rear Glazing was replaced, all new exterior light lenses fitted and a partial interior restoration, the seat squabs being replaced while retaining the original leather which was in excellent condition. The underneath of the car was dry-ice cleaned and sealed by Porsche Reading. Imported into the UK and registered there earlier this year, the Turbo has since been serviced by Porsche Reading.

Offered with UK V5C registration document and current MOT, this is a stunning example of the Type 993 Turbo presented in generally excellent condition.

€125,000 - 195,000



1989 LAMBORGHINI COUNTACH 25TH ANNIVERSARY

Chassis no. ZA9C005AOKLA12820

- One of 657 made
- Original colour combination
- Believed 34,000 kilometres from new
- UK registered



The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. Lamborghini's four-cam V12 was retained, though this time installed longitudinally. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. The result was a delightful gear change and a better-balanced car than the Miura.

When production began in 1974, the Countach sported an improved chassis and the standard 4-litre - instead of the prototype's 5-litre - engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match.

The car's potentially largest market - the USA - remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982. Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine enlarged to 5,167cc and new four-valves-per-cylinder 'heads' adopted for the Countach Quattrovalvole in 1985, the latter's 300km/h top speed making it - at the time - the world's fastest car.

The Countach's ultimate development, considered by many to be the most desirable, arrived in September 1988. Launched at the Italian Grand Prix, Monza, this was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the Quattrovalvole.





The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. US-destined cars retained the ugly '5mph' impact-resistant bumper, while the new rear bumper was common to both US and European models. The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, colour-matched to the body. Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari. Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tyres.

Available with carburettors in Europe or fuel injection in the USA, the V12 engine was virtually unchanged from the Quattrovalvole. In total, 657 Countach Anniversario models were made between September 1988 and April 1990, one of the many high-profile owners being ex-Formula 1 World Champion Mario Andretti.

Chassis number '12820' was delivered new in Belgium where it is believed to have stayed before being imported into the Netherlands in 1998. The Countach remained there for 14 years and then passed from dealer to dealer at the time when such cars were difficult to sell, finally arriving in the UK where the current owner bought it. Presented in a stunning colour combination, '12820' is finished in its original Acapulco Blue, repainted to the highest standard, while the interior is original and the odometer reading of 34,000 kilometres is believed correct. The clutch was renewed around 3,000 kilometres ago (invoice available) and the car is said to be in perfect working order.

Representing a rare opportunity to acquire what is widely regarded as the best road-going Countach in terms of handling and reliability, this beautiful Anniversario is offered with UK registration papers, tool kit, owner's manual, factory brochure and Lamborghini Certificate of Origin.
£330,000 - 400,000



39 Ω

2011 FERRARI 599 SA APERTA

Coachwork by Pininfarina

Chassis no. ZFF72RDJ000182506

Engine no. 17671

- *Edition of only 80 cars*
- *6.0 litre V12 producing 661 BHP*
- *Ferrari Classiche documents*
- *Only 4,786 kilometres recorded*



possibly the best Ferrari of its generation. We'll spare the 911 Turbo the ignominy of comparison times, because the Ferrari has moved the game onto another level.

'There are the quick cars – those that nip below 10 seconds to 100mph, such as the Lamborghini Gallardo. Then there are the very quick cars, which post 0-100mph times beginning with an eight. But anything under eight seconds belongs to an elite group, and in gaining such membership, the Ferrari 599 has shaken the establishment like nothing in the past 20 years. Its 7.4sec average matches the time we recorded for the Pagani Zonda S. Rest to 60mph takes just 3.7sec.' – Autocar.

The car offered here is one of the most exclusive of modern Ferraris, the 599 SA Aperta, a development of the original 599 GTB Fiorano, of which only 80 examples were made. Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after places associated with the marque such as Modena and Maranello.

Its immediate predecessor - the 575 Maranello - had met with a mixed reception, disappointing those that had so admired the 550 Maranello, so Ferrari had some catching up to do in designing the 599.





Having favoured the mid-engined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari surprised everyone by introducing the 550 Maranello. The latter's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engined V12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The 599 was the latest in this noble line that stretched all the way back to the 250GT SWB of the early 1960s. In designing the 599, Ferrari abandoned the tubular steel chassis of the 550/575, adopting a more advanced and lighter all-aluminium chassis of greatly increased stiffness.

Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin, raised haunches and aggressive stance seemed the very definition of the term 'sports car'. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car.

Styling details such as the front brake ducts and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past while the tail incorporated Ferrari's characteristic twin circular lights.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Weighing a claimed 1,690kg, the 599 has a power-to-weight ratio of 362bhp per tonne, far eclipsing the 291bhp/tonne of its 575 Maranello predecessor. Developed as part of Ferrari's Formula 1 programme, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds. A conventional six-speed gearbox was available also.





Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological 'semi-active' dampers. The latter's damping fluid changes in viscosity almost instantaneously when a magnetic field is applied, thereby altering the suspension characteristics. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and stability, as was the starter button. The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior.

In line with Ferrari's current practice, a succession of limited edition variants followed, the convertible version - the 599 SA Aperta - being announced at the 2010 Paris Motor Show.

Conceived to honour designers Sergio and Andrea Pininfarina, it was built in a strictly limited edition of only 80. The Aperta used the more powerful (661bhp) engine of the 599 GTO, the road-going version of the track-only 599XX, which when released was Ferrari's fastest-ever road car.

Representing a possibly once-in-a-lifetime opportunity to acquire one of these ultra-rare and exclusive Ferrari supercars, the Aperta offered here was delivered to the first owner, Mr Kato Masami of Aichi-Ken, Japan by Ferrari Japan, passing to the current (second) owner in Switzerland in March 2014 (Swiss customs paid). Finished in Rosso Corsa with red-striped black leather interior, it has just been serviced by Ferrari (in September 2015) and is ready for use. Accompanying documentation consists of a Japanese export certificate, Swiss Carte Grise, Ferrari Classiche documents and the service book, and the car also comes with a user manual in German and Japanese.

€800,000 - 1,200,000



40 *

1967 CITROËN DS 21 DÉCAPOTABLE

Coachwork by Henri Chapron

Chassis no. DS21M4473040

Engine no. 0574002901

- One of only 1,365 usine convertibles
- Extensively restored
- Delivered new to Germany





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

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter created by the celebrated Parisian coachbuilder Henri Chapron. The arrival of the Citroën DS in 1955 presented Chapron with a fresh opportunity that would result in his name being forever linked with this remarkable car. His first convertibles were produced independently of Citroën but the factory eventually gave the project its blessing, the factory-approved Décapotables being built on the longer, stronger chassis of the ID Break (Estate).

In total, 1,365 usine (factory) convertibles were made with either the DS 19 or DS 21 engine between 1960 and 1971, while Chapron built a further 389 of his own, the last in 1973.

This most sought after of DS variants was delivered new to Munich, Germany in June 1968, benefiting from the recently introduced green LHM fluid and the restyled nose that had arrived in 1967. It also has the optional, and highly desirable, Jaeger dashboard. Prior to its acquisition by the current owner in 2006, the DS had undergone a 'last nut and bolt', no expense spared restoration that consumed some 2,000 man-hours. Works carried out included overhauling the engine, (manual) gearbox, clutch, brakes, suspension and hydraulics while the carpets, leather upholstery, convertible hood, wiring, tyres and chrome trim were renewed. Listed in the Chapron Register, the car remains in generally very good condition and is offered with Swiss Carte Grise.

€120,000 - 180,000



41

1954 JAGUAR XK120 SE ROADSTER

Chassis no. S675342

Engine no. F2694-8S

- *Matching chassis and engine numbers*
- *Desirable 'Special Equipment' model*
- *'99 point' past concours winner*





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 car's heart was, of course, the fabulous XK engine, a 3.4-litre 'six' embodying 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. Jaguar's five 1950s Le Mans winners all used this superb engine, which would power all the company's cars for years to come.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power 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.

This left-hand drive Jaguar XK120 SE roadster was purchased by the current vendor at a US auction in August 2007, since when it has formed part of a private collection. Restored in 2005, the XK has won many concours events as a '99 point' car. The bright red paintwork presents well and both the shut lines and panel fit remain generally very good; brightwork is in good order and the wheels are shod with new tyres. The black leather interior trim is in very nice condition, as is the soft-top. Breathing via C-Type sand-cast SU carburettors, the engine retains matching cylinder block and head numbers and runs sweetly. It was upgraded with hardened valve seats to accommodate unleaded fuel during the rebuild.

Since acquisition, the Jaguar has been maintained by the Light Car Company of Faringdon, Oxfordshire and is currently registered and MoT'd in the UK. Recent works include a rear axle rebuild with new road springs, bushes, etc. Used recently on an Italian road rally, this beautiful XK120 SE roadster is running and driving beautifully, 'on the button' and ready to use.

€100,000 - 120,000



1974 PORSCHE 911 2.7-LITRE MFI CARRERA COUPÉ

Chassis no. 9114600459

Engine no. 911/83 6640571

- *Matching chassis and engine numbers*
- *Delivered new in Italy*
- *Painstakingly restored between 2012 and 2014*
- *Believed genuine circa 48,000 kilometres from new*



This Porsche 911 Carrera was first registered on 2nd January 1974 and was delivered finished in the colour combination of black with tan vinyl interior, the same colour combination it wears today. The model year is 1974 (G). According to the accompanying Porsche certificate, the car was sold to a Porsche main dealer in Italy at some time between 1st August 1973 and 31st July 1974.

As it was first registered on 2nd January 1974, the car would have left the factory between August and December 1973, and as such must be one of the first few hundred of this model produced. This is also evident in the welding of the central tunnel, which was done in the same way as the Carrera RS (photograph on file) to improve torsional rigidity. It

is believed that the first owner was an industrialist in the Milanese bakery industry, who purchased the car on 2nd January 1974 and kept it until 7th September 1992 when it was sold to the second owner in the province of Varese in northern Italy. He in turn sold the car to a dealer in the same province, where it is believed the car was dry stored and unused from 1995 until 2012. This is evident from the lack of stamps for the 'Revision' (the Italian roadworthiness test) in the logbook from 1995 until the completion of the car's restoration in 2014.

In 2012 the current owner acquired the Carrera after months of negotiations, and entrusted a Porsche-authorized carrozzeria with its restoration.





Attention was paid to the smallest details, and in the process it was discovered that the orange indicators, which at first sight look like the US-market versions, were indeed an oddity for the Italian market only, as the Italian cars did not have the small indicator repeaters in the front wings but in the front bumper. At the same time, after-market electric rear-view mirrors were replaced with the period correct item on the driver's side.

The bodyshell was taken back to bare metal by a specialised company using a high-pressure water jet and then repainted in the original black, while the interior was re-trimmed in the original and correct tan vinyl. The engine was treated to a light overhaul including the replacement of all fuel and oil lines as well as a new set of ignition leads, new distributor cap, new alternator, fuel pump, etc and a service of the Bosch mechanical fuel injection. The restoration was finished in 2014 and the car has since covered some 3,000 trouble-free kilometres, performing eagerly on a recent short test drive.

The current odometer reading is approximately 48,000 kilometres, which is believed - but not guaranteed - to be correct; however, a sticker from a previous service was found on the car, dated 8th June 1996 with 43,720 kilometres recorded. When the current owner purchased the car in 2012, the odometer read 44,407 kilometres.

The Carrera is offered with the original instruction manual in its original wallet; the aforementioned Porsche declaration and certificate of origin; a period correct Blaupunkt radio; the original tyre compressor; the original tools in the original tool roll; the original jack; a second set of carpets; and a car cover with Porsche logo. An accompanying folder and USB stick contains hundreds of photographs of the restoration as well as invoices and the car also comes with Italian registration documents.

€170,000 - 220,000



43

One of a mere 9 delivered new to Belgium

2005 PORSCHE CARRERA GT

Chassis no. WPOZZZ Z4L 000 145

- *One owner and fewer than 2,000 kilometres from new*
- *Modified for racing*
- *Comes with its original parts*
- *Front-ranking supercar*



When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was intended that the GT1's advanced technology would be carried over to the new model.

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

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

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





Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability the rear body incorporates a wing that rises automatically at around 75mph, retracting when the speed drops back to 80km/h. This was no mere gimmick but a vital necessity in a car capable of exceeding 300km/h.

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

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

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost though, perhaps surprisingly, air conditioning was an optional 'extra'.





Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed.

Purchased new by the current vendor, this rare example of what is still a front-ranking supercar was delivered new in Belgium by Carrera Motors (sales invoice on file) and was immediately rebuilt as a Carrera GTR ('R' for Racing) by GPR Racing with the intention to race this Porsche. Modifications include a Motec engine management system; Stack instruments; Moton suspension; custom made wishbones and track rods; AP Racing braking system with steel discs; pedal box; air jacks; special heavy-duty clutch; Thiebaud roll cage; BBS custom made racing wheels; automatic fire extinguishing system; and a competition fuel system.

The rebuild cost over €220,000 but 98% of all its original parts remain with the car and are included in the sale. The owner planned to race the car professionally but Porsche refused permission. Its use has been confined to track days, adorned with 'body coach' publicity material, and the car has never raced. The driver was usually Marc Duez. It is estimated that the GT has covered a maximum of 2,000 kilometres. The car remained unused for the past 7 years until it recently underwent a major service including an overhaul of the fuel system. Presented now in its original colour of Silver Metallic (without stickers), the car is said to be in excellent condition having been hardly used. With its original parts included in the sale, this Carrera GT could be brought back to its original specifications.

With relatively few produced and all in the hands of private collectors, this unique one owner from new Porsche Carrera GT represents a wonderful opportunity to acquire an example of what Car & Driver rated 'arguably the finest sports car the company has ever produced.'

€650,000 - 950,000



1988 FERRARI 208 GTS TURBO

Coachwork by Pininfarina

Chassis no. ZFFZAZ8B000076855

Engine no. F106N11844

- *Rare Italian-market model*
- *One of only 828 made*
- *Full service history*
- *74,500 kilometres from new*



In 1975 Ferrari had introduced a 2.0-litre version of the Dino 308GT4 - the 208GT4 - to take advantage of the Italian market's vehicle taxation system, and did the same following the introduction of the successor 308 GTB and GTS models in 1980. The V8 engine was reduced in bore size to 66.8mm (from 81mm) for a capacity of 1,991cc and produced 155bhp at 7,700rpm. In April 1982 Ferrari introduced a significantly more powerful version at the Turin Motor Show - the 208 Turbo - which employed a single KKK turbocharger and Bosch K-Jetronic fuel injection. The result of these developments was a dramatic increase in maximum power to 220bhp.

This was not far short of the 3.0-litre 308 GTB's 255 horsepower and the smaller model's figure was raised to 254bhp in 1986 when the model designation changed to 'GTB/GTS Turbo'. The V8 was now fed by an IHI turbo with intercooler, while bodywork changes included additional NACA ducts ahead of the rear wheel arches, and discreet air vents in the rear bumper bars. A total of 308 GTB Turbos and 828 GTS Turbos had been completed by the end of production in 1989.

Sold new in Italy on 30th March 1988, this GTS Turbo is presented in the most classic of all Ferrari colour combinations of red with black leather interior. A matching numbers example, the car comes with all books including the owner's manual and service book, has an Italian ASI ORO plaque attesting to its condition and originality, and according to the vendor is presented in excellent condition and is a joy to drive.

The service book's eight stamps (at 8,450 km, 20,785 km, 32,340 km, 42,515 km, 54,500 km, 59,969 km, 68,752 and 72,753 km) record regular services at official Ferrari workshops, the last of which is dated April 2013 and included new cam belts. The car has now covered some 74,500 kilometres. Its last two registered owners were friends from southern Italy, who own a collection of Maseratis and Ferraris between them.

€60,000 - 80,000



1974 ALFA ROMEO 2000 GTV COUPÉ

Chassis no. AR 2445491

Engine no. AR 00512.91639

- Sold new in Italy
- Matching chassis and engine numbers
- Three owners from new
- Circa 10,000 kilometres since partial restoration



Introduced in 1971, the 2000 GTV was the final version of the classic 105-Series Alfa Romeo. There were no major styling changes made by Bertone, merely a new grille, the body remaining the same as the preceding 1600 and 1750 models. Representing the final enlargement of Alfa's legendary twin-cam four, the 1,962cc engine produced 132bhp, which was delivered to the road via a five-speed gearbox and limited-slip differential. Torquier than its 1750 predecessor, the 2000 GTV was good for a top speed of 190km/h.

This particular 2000 GTV left the factory on 20th February 1974 and was sold to its first owner in Civitanova Marche, Italy on 29th March of that year.

A matching numbers example, the car has had three owners from new, the last of whom partially restored it in 1996, including a repaint and an engine overhaul. Since then it has covered some 10,000 kilometres. The car is equipped with a period radio/cassette player and has the desirable 'Millerighe' alloy wheels, which were refurbished also.

It is finished in red with beige vinyl interior and is described by the vendor as in generally very good to excellent condition. Offered with Italian registration documents, this is a stunning example of the last and largest-engined model of the ever popular Bertone series, appealing both to the collector and enthusiast driver.

€30,000 - 40,000



1958 JAGUAR XK150S 3.4-LITRE ROADSTER

Chassis no. T831803DN

Engine no. VS 1545-9

- *Desirable high-performance 'S' variant*
- *One of only 888 produced*
- *Desirable overdrive option*
- *Current ownership since 1998*





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

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

One of only 888 XK150S models produced, left-hand drive chassis number 'T831803DN' was delivered to Jaguar Cars, New York, USA and sold new to Mr. G.C. Palmer as stated on the official Jaguar Heritage Certificate. The original colour scheme was Old English White with black interior trim. Equipped with the desirable overdrive transmission and an oil cooler, this matching-numbers XK150S is described by the vendor as in very good condition, and is said to be un-restored apart from a 'face lift' in the early 1990s. The Jaguar was previously owned by the noted French Ferrari collector, Pierre Potet (see Carte Grise dated 23.7.96 on file) and was acquired from him in July 1998 by the current owner, a private collector in Barcelona, who has enjoyed it on several rallies such as Volta a Madeira, Rally FIA Portugal, several editions of the Chrono Driver Revival in Spain and other important events in France.

The car is finished in its original Old English White with red leather interior and comes with Spanish registration document, an original service manual, Jaguar Heritage Trust Certificate and FIVA papers.

€110,000 - 160,000



1972 ALFA ROMEO MONTREAL

Coachwork by Carrozzeria Bertone

Chassis no. AR 1426463

Engine no. AR 0564.00463

- Sold new in Italy
- Only one owner since 1989
- Partly restored in 1985
- Rare factory air conditioning



Inspired by Bertone's Alfa-based styling exercise penned by Marcello Gandini, which had been exhibited at the 1967 Montreal Expo, the two-seater Montreal coupé debuted at the Geneva Salon in 1970. Unlike the Expo prototype, which used Alfa's 1.6-litre four-cylinder engine, the production Montreal used a 'civilised' version of the T33 sports prototype's four-cam V8. Designed with classic endurance racing in mind, this unit had started life in 2.0-litre form back in 1967 and would demonstrate considerable scope for enlargement. An opportunity to supply engines for the Australia/New Zealand Tasman Series prompted the first stretch to 2.5 litres, which was followed by further enlargement to 3.0 litres, in which form the Alfa engine was used in Formula 1 by McLaren.

Producing 200bhp at 6,500rpm courtesy of electronic ignition and Spica mechanical fuel injection, the Montreal's front-mounted, dry-sump, 2.6-litre engine drove the rear wheels via a ZF five-speed gearbox. Sourced from the contemporary Giulia 1750GTV, the running gear comprised independent front suspension and a live rear axle plus disc brakes all round. Aided by its slippery, fastback body, the Montreal was good for a top speed of 220km/h and in spite of the hefty price tag proved very popular.

A total of 3,925 cars had been produced when production ceased in 1977, only a relative handful of which were completed with the full 3.0-litre engine. Very few road cars can claim an engine with antecedents in both long-distance sports car racing and Formula 1, but the Alfa Romeo Montreal is one of them.

One of very few Montreals equipped from new with air conditioning, this example left the factory on 6th April 1972 and was sold on 19th May of that year. Since 1989 the car has had only one owner, a member of a family of Alfa Romeo collectors in Italy that owns, among others, a Giulietta Spider, a Sprint Speciale and a Giulia GTA. The car was partly restored in 1985 and in January 2015 was re-commissioned having seen little use over the intervening years; the Spica fuel injection system was overhauled, as were the radiator, fuel pump and brakes. The Alfa is finished in white with black cloth interior, the latter original and beautifully preserved, and the vendor informs us that the body is in very good condition and that the car performs very strongly. Accompanying documentation consists of Italian registration documents including the Certificato di Proprieta and Libretto.

€50,000 - 70,000



1965 BMW 3200 CS COUPÉ

Coachwork by Carrozzeria Bertone

Chassis no. 76466

Engine no. 41513

- One of approximately 540 made
- Delivered new in Germany
- Restored in 2014/2015
- Spanish registered



BMW recommenced car production in 1952 with the introduction of the upmarket 501 saloon, a strange choice for an impoverished country still recovering from the ravages of war. The 501 had been announced in 1951 and first appeared with a development of the company's famous six-cylinder engine of pre-war days, gaining a much needed performance boost, in the form of a 2.6-litre overhead-valve V8, in 1954. Subsequently enlarged to 3,168cc, this advanced all-aluminium unit was used to power the successor 502 saloon, the 503 coupé/cabriolet and the legendary Albrecht Goertz-designed 507 sports car. While the latter is universally recognised as an all-time classic, Goertz's 503 looks ponderous in comparison, although with 140bhp on tap it was certainly no slouch, boasting a top speed of 180km/h.

With BMW redirecting its efforts towards the medium-size market sector, on which its future prosperity would be founded, the days of these large, fast and luxurious motorcars were numbered. Their last glorious flowering was the 503's replacement, the 3200 CS Coupé, for whose body the German manufacturer turned to the Italian Carrozzeria Bertone. The company's flagship model, the 3200 CS debuted at the 1961 Frankfurt Motor Show and was one of the first BMWs to be equipped with front disc brakes. The V8 engine now produced 160bhp, which was good enough for a top speed of 125mph.

Approximately 540 examples of the 3200 CS Coupé were produced between 1961 and 1965, and today this rare model remains one of BMW's more under-appreciated classics.

This BMW 3200 CS was first registered in April 1965 by Auto Handels GmbH in Bielefeld, Germany and was sold by them on 30th April '65 to Fleischwarenfabrik Richard Beune & Co in Landkreis Halle. In October 1969 the BMW was sold to Dr Otto Bennemann in Gütersloh, who kept it for almost 20 years before selling it to Mr Bodo Mück in Kassel, Germany in 1989. Mr Mück kept the car for several years, recording service details for the period 1991-1998. More recently, the BMW moved to Spain where it was restored in 2014/2015, retaining its original and nicely patinated dark red leather interior.

Serviced in August 2015 (invoice on file), this most stylish coupé comes with Spanish registration papers; sundry restoration/service invoices, mainly from the 1990s; and its old Kraftfahrzeugbrief listing previous owners.

€50,000 - 70,000



One registered owner from new

1994 FERRARI 456 GT

Coachwork by Pininfarina

Chassis no. ZFFSD44B000099134

- Manual 6 speed transmission
- A mere 12,000 kilometres from new
- All books and tools
- Serviced in May 2015



Not since the 412's demise in 1989 had Ferrari offered a '2+2', and when the 456 GT debuted at the Paris Salon in October 1992 it was obvious that the long awaited newcomer eclipsed all Maranello's previous four-seat Grand Tourers. Although new from stem to stern, the 456 GT incorporated elements familiar to generations of Ferrari cognoscenti - front-mounted four-cam V12, rear transaxle, tubular steel spaceframe chassis and all-independent suspension - while making an appearance for the first time were electronically-controlled adaptive suspension and a six-speed gearbox (there was also an optional automatic). Essentially a de-tuned version of that powering the 550 and 575, the new 5.5-litre V12 unleashed no less than 442bhp at a lowly 6,250rpm yet remained smooth and tractable from idling speed to red-line thanks to its state-of-the-art engine management system. F40 excepted, the 456 was the most powerful road car developed by Ferrari up to that time, yet despite delivering supercar performance this relatively unstressed engine has proven to be very reliable.

For the 456, Pininfarina worked its magic once more to create a subtly beautiful curvaceous body contrasting with the hard edges of its predecessor. Although bereft of extraneous aerodynamic devices, the 456 remained stable up to its maximum of around 190mph, a figure that made it the world's fastest production four-seater passenger car.

Acclaimed on its debut, the 456's styling has not dated and is a tribute to Pininfarina's farsightedness in creating one of most successful designs of modern times. An air-conditioned interior, sumptuous Connolly leather trim, perfectly weighted power steering and Porsche-rivalling build quality all combined to make the 456GT a worthy competitor for Bentley, Aston Martin and Mercedes-Benz.

This rare and sought after manual transmission example has remained in its native Italy with its one registered owner. The Ferrari has been used sparingly, covering only some 12,000 kilometres since 1994, and as one would expect is described by the vendor as in generally excellent condition. It is offered with Italian registration documents, all books and original tools, and copies of the service invoices (the last service was carried out in May 2015). With useable room in the rear, the 456 GT is one of the most practical of Ferrari Grand Tourers; the majority on offer boast relatively high 'mileages' so a little used and well looked after example such as this is truly a rare find.

€70,000 - 90,000



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Ω TVA on imported items at the prevailing rate on Hammer Price and Buyer's Premium

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

COLLECTORS CARS

- The Buyer of a vehicle must carry out all necessary formalities, of any type whatsoever, to use it on public highways, pursuant to legislation in force. The winning bidder is presumed to be aware of this legislation, and under no circumstances may Bonhams be held liable for failure by the winning bidder to respect said formalities.

- It is the responsibility of the Buyer to inspect, before the sale, documents relating to the car they wish to purchase, in particular technical inspections and road documents.

- The mileage referred to in the description corresponds to that on the meter, and may not guarantee the real distance travelled by vehicles. Bonhams will not be liable if there is a discrepancy between the two.

- The year announced in the description of each Lot corresponds to the year on the road documents.

EXPORTING LOTS

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

EXPORT LICENCE

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

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LAW AND JURISDICTIONAL COMPETENCE

- This Agreement, any claim, dispute or difference concerning and any matter arising from, will be governed by and construed in accordance with English law.

- Each Party irrevocably agrees that the Courts of England will have exclusive jurisdiction in relation to any claim, dispute or difference concerning this Agreement and any matter arising from it save that Bonhams may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction.

- You irrevocably waive any right that you may have to object to an action being brought in the Courts of England or any other jurisdiction that Bonhams brings proceedings against you further to the preceding clause above, to claim that the action has been brought in an inconvenient forum or to claim that those courts do not have jurisdiction.

- The clauses in these general conditions are independent from each other. The nullity of one clause will not give rise to the nullity of another.

- Only the English version of these general conditions has legal force. Any version in another language will be deemed merely ancillary.

ALGEMENE VOORWAARDEN

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

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

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

DEFINITIES VAN DE WOORDEN EN UITDRUKKINGEN DIE GEBRUIKT WORDEN IN DE ALGEMENE VOORWAARDEN

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

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

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

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

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

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

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

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

CONDITIE VAN DE KAVELS

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

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

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

VEILINGEN

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

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

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

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

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

de veilingmeester geldt als beslissend.

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

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

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

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

- Het bieden geschiedt geheel naar goeddunken van de veilingmeester.

BIEDEN BIJ AFWEZIGHEID

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

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

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

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

INCIDENTEN DIE DE VERKOOP BEÏNVLOEDEN

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

VERKOOP

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

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

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

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

BETALING

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

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

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

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

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

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

SYMBOLEN NAAST DE KAVELNUMMERS:

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

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

AUTO'S VOOR VERZAMELAARS

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

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

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

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

KAVELS EXPORTEREN

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

EXPORTVERGUNNING

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

AUTEURSRECHTEN

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

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

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

WET EN JURISDICTIE

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

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

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

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

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

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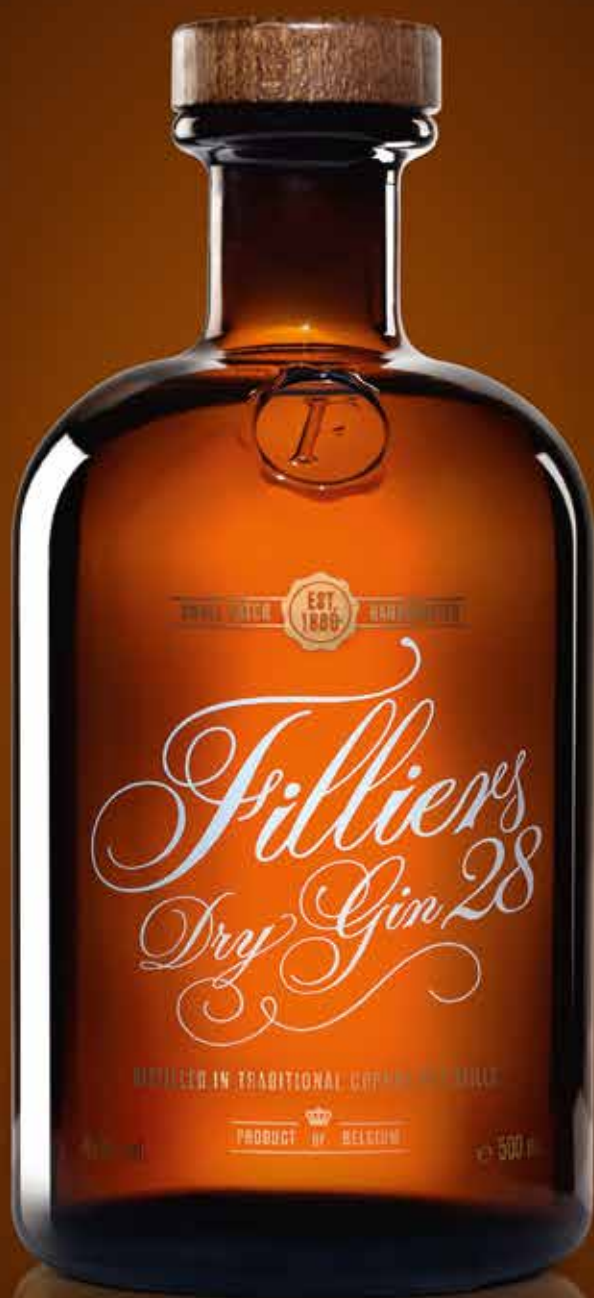
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MOTOR CAR INDEX

Lot no.	Year	Model	Lot no.	Year	Model
28	1961	Alfa Romeo 2000 Spider	29	1965	Jaguar E-Type 'Series 1' 4.2-Litre Roadster
47	1972	Alfa Romeo Montreal	26	1967	Jaguar E-Type 'Series 1' 4.2-Litre Coupé
45	1974	Alfa Romeo 2000 GTV Coupé	27	1992	Jaguar XJ220
21	1955	Aston Martin DB2/4 'Mark I' 3.0-Litre Sports Saloon	38	1989	Lamborghini Countach 25th Anniversary
49	1965	BMW 3200 CS Coupé	5	1957	Lancia Appia Coupé
22	1980	BMW M1	30	1958	Lancia Aurelia B20 GT 'S' 6th Series Coupé
4	1986	BMW M635CSi Coupé	24	1959	Lotus Elite
40	1967	Citroën DS 21 Décapotable	15	1966	Maserati Sebring 3.7-Litre Coupé
3	1980	Citroën Méhari 4x4	16	1973	Maserati Bora 4700
9	1970	Ferrari 365 GT 2+2 Coupé	14	1973	Maserati Indy 4900
35	1971	Ferrari 365GTB/4 'Daytona' Berlinetta	12	1982	Maserati Merak 2000
32	1973	Ferrari 365GT4 2+2	19	1970	Mazda Cosmo Sport 110S Coupé
17	1979	Ferrari 512 Berlinetta Boxer	23	1959	MGA Twin Cam Roadster
36	1999	Ferrari 550 Maranello Coupé	10	1959	Porsche 356B 1600 Super Cabriolet
11	1986	Ferrari Testarossa	25	1968	Porsche 911S 2.0-Litre Targa
44	1988	Ferrari 208 GTS Turbo	6	1969	Porsche 911T 2.0-Litre Coupé
33	1993	Ferrari 512 TR	7	1974	Porsche 911 2.7-Litre Targa 'Rijkspolitie'
48	1994	Ferrari 456 GT	42	1974	Porsche 911 2.7-Litre MFI Carrera Coupé
39	2011	Ferrari 599 SA Aperta	31	1976	Porsche 911 Carrera 3.0-Litre Coupé
34	2005	Ford GT	37	1996	Porsche 911 Type 993 Turbo Coupé
41	1954	Jaguar XK120 SE Roadster	43	2005	Porsche Carrera GT
46	1958	Jaguar XK150S 3.4-Litre Roadster	2	1999	Smart Fortwo
8	1961	Jaguar E-Type 'Series 1' 3.8-Litre Flat Floor Roadster	18	1982	Toyota FJ40 Land Cruiser 4x4
20	1965	Jaguar E-Type 'Series 1' 4.2-Litre Coupé			



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