



THE ZOUTE SALE®

Important Collectors' Motor Cars

Friday 7 October 2016
Knokke-Le Zoute, Belgium



Bonhams



LOT 23

1966 LAMBORGHINI 350 GT COUPÉ





As Head of the European Motor Car Department for Bonhams it gives me very great pleasure to return to Knokke Le Zoute for the fourth 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 mainly post war collectors' motor cars, reaching out with a number of lots to a new generation of younger collectors who still remember the sports cars from the end of the last century in their student days. Whether you are an experienced bidder wishing to enhance your collection or a first time buyer, I am confident that we offer something that will appeal to you – in addition where else in the world can you one day tell your grandchildren that you bid on and hopefully purchased a car in a tent on the beach!

In our commitment to holding this fourth 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 three previous editions and in continuing the construction of a long and rewarding partnership with the above, as well as the event partners and sponsors over the coming years and share with them a common goal of providing another rewarding experience with the very best service.

Philip Kantor
Head of Department, Collectors' Motor Cars Europe



THE ZOUTE SALE® - by Bonhams

THE ZOUTE SALE®

Important Collectors' Motor Cars Bijzondere auto's voor verzamelaars

Friday 7 October 2016, 6pm
Vrijdag 7 oktober 2016, 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
Belgian business registration no.
841074627

Knokke Le Zoute
Albertplein
8300 Knokke
Belgium

VIEWING

Thursday 6 October
10am to 6pm

Friday 7 October
from 9am to 6pm

AUCTION DATE AND START TIMES

Friday 7 October 2016, 6pm

CONTACT DURING THE SALE PERIOD

Wednesday 5 October to
Saturday 8 October
+33 (0) 1 42 61 10 11

BUYER'S PREMIUM (Notice to Buyers)

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

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

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

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

€40 + p&p

SALE NUMBER: 23596

ONDER JURISDICTIE VAN

Me Alex Dockers
Gerechtsdeurwaarder in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101
1040 Brussel
België
Bedrijfsregistratienummer België
841074627

Knokke - Het Zoute
Albertplein
8300 Knokke
België

BEZICHTIGING

donderdag 6 oktober
van 10.00 uur tot 18.00 uur
vrijdag 7 oktober
van 09.00 uur tot 18.00 uur

VEILINGDATUM & AANVANGSTIJD

vrijdag 7 oktober 2016, 18.00 uur

CONTACTGEGEVENS TIJDENS DE VEILING

van woensdag 5 oktober tot
zaterdag 8 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

€40 + verzendingskosten

VERKOOPNUMMER: 23596

Bonhams 1793 Limited

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

+44 (0) 20 7393 3900
+44 (0) 20 7393 3905 fax

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
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James Stratton, Ralph Taylor, Charlie Thomas,
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:

€290 + VAT 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 21 October 2016. Any vehicle not collected by this time will be removed and transported to a permanent storage facility in the UK at the customer's expense.

TRANSPORT CONTACT:

Polygon Transport

Contact: Wayne Loveland

+44 (0) 2380 871 555

+44 (0) 7836 220 408 mobile

wayne@polygon-transport.com

CARS Europe

Contact: Chris Dale

+44 (0) 1284 850950

+44 (0) 7841 985156 mobile

chris@careurope.net

CUSTOMS

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

CARS Europe

Contact: Adam Wyand Brooks

+44 (0) 1284 850950

+44 (0) 7860 371512 mobile

adam@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 onVATngen hebben wanneer zij deze afhalen.

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF ALBERTPLEIN:

€290 + 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 21 oktober 2016. Na deze datum zullen alle niet-afgehaalde voertuigen worden verwijderd en op kosten van de klant overgebracht naar de permanente opslagfaciliteit in de UK.

TRANSPORT CONTACT:

Polygon Transport

Contact: Wayne Loveland

+44 (0) 2380 871 555

+44 (0) 7836 220 408 mobile

wayne@polygon-transport.com

CARS Europe

Contact: Chris Dale

+44 (0) 1284 850950

+44 (0) 7841 985156 mobile

chris@careurope.net

DOUANE

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

CARS Europe

Contact: Adam Wyand Brooks

+44 (0) 1284 850950

+44 (0) 7860 371512 mobile

adam@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 5 to Saturday 8 October:

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

FOR ALL CORRESPONDENCE

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CUSTOMER SERVICES

Monday to Friday 08.30 to 18:00
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+44 (0) 20 7447 7401 fax

BIDS SERVICE/SALE REGISTRATIONS

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

BUYERS/SELLERS ACCOUNTS

+44 (0) 20 7468 8292
+44 (0) 20 7447 7430 fax
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CATALOGUE SUBSCRIPTIONS

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+44 (0) 1666 505 107 fax
helen.grantham@bonhams.com

RECOMMENDED TRANSPORTERS

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

ACKNOWLEDGEMENTS

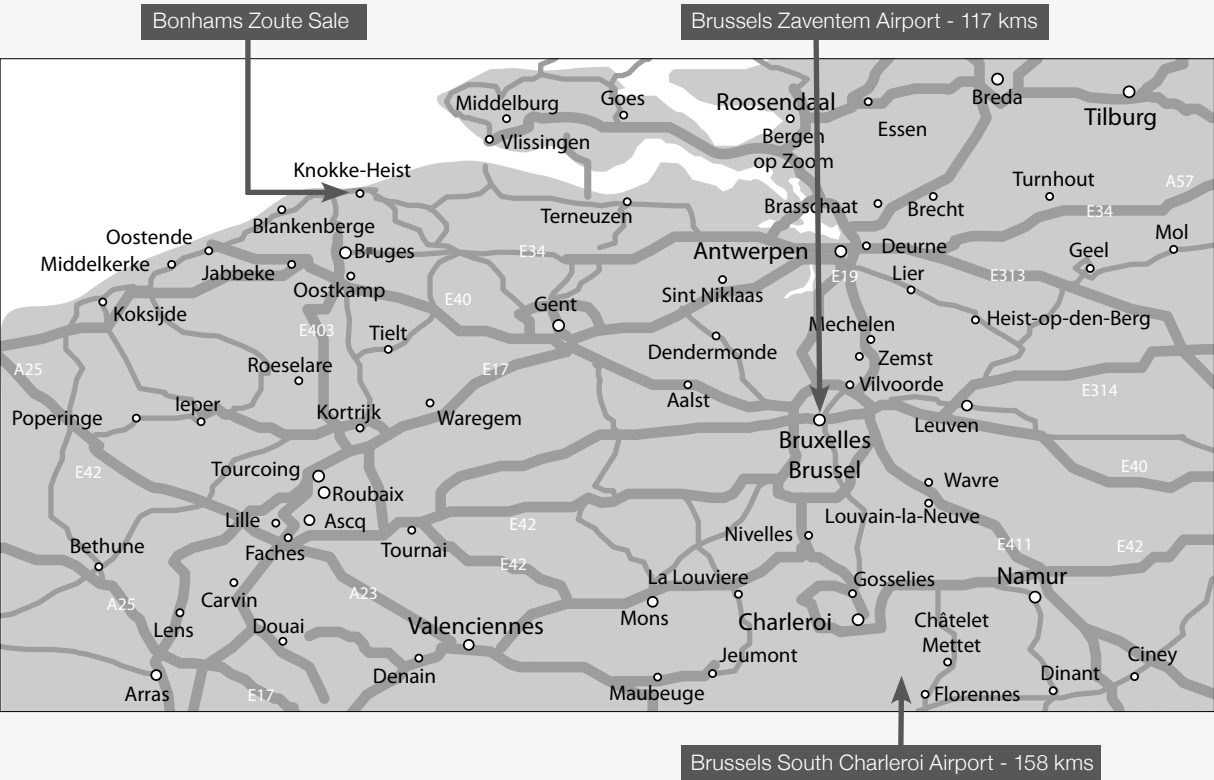
We would like to thank the following for
helping us with this catalogue and sale:

Richard Agostini
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Jakob Greisen
Lex Goumare - Alg. Verkeersdienst Rijkspolitie.
Orelie Gunst
David Hawtin
Mike Lang - Ethernet
Dominico Marini
Pieterjan Moerman
Julien Motron - Retropassion
Nitesh Patel
Edmond Pery
Richard Poncin
Thomas de Saulieu
Jack Stouvenin
Emanuella Soucas
Erik Tuytens
Gaëtan Van Calster – Porsche Belgium
Manu Van de Ryse
Philippe Van de Ryse
Teresa Ybarra

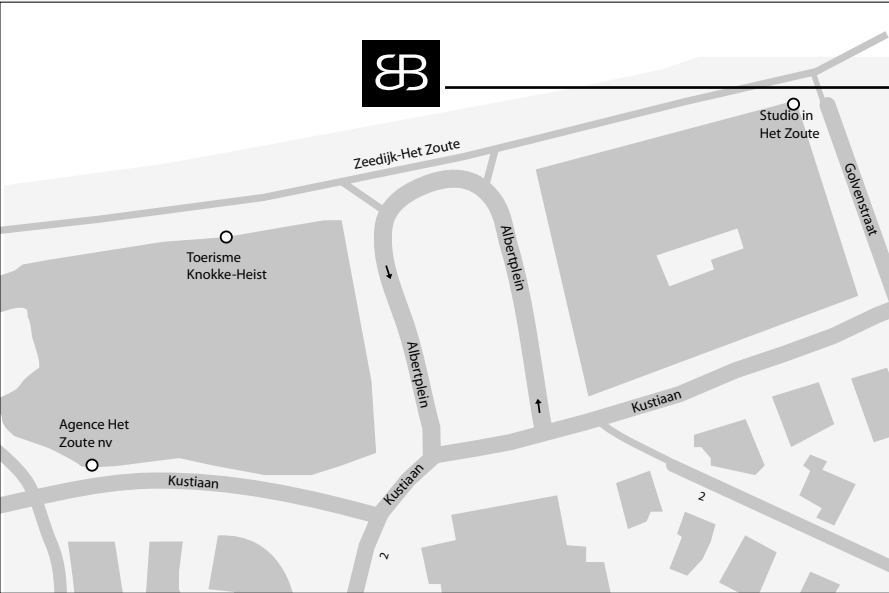
PHOTO CREDIT

Dirk De Jager
Mathieu Damiens
Daniele Turetta
Gerard Gencey
Pole-Position car detailing
Remco Pronk
Bob Ouwers
Antony Fraser
Lies De Mol
James Lipman

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 VAT. Some lots may be subject to VAT on the hammer price as well as the premium. These lots will be marked with either an omega (Ω) or (*) printed beside the lot number in the catalogue.

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 7 October to Saturday 8 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 opVATngt 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 7 oktober tot zaterdag 8 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 7 October 2016

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

LOT 26

1969 MERCEDES-BENZ 280 SL 5-SPEED ZF CONVERTIBLE WITH HARDTOP





01

ENGLEBERT JACQUES SWATERS WITH ENZO FERRARI

A limited and signed print of the late Jacques Swaters with Enzo Ferrari in the background and a Ferrari 246 F1 – framed and glazed with ultra violet resistant glass. Silkscreen signed and numbered 42/50.

€500 - 800



02

FF40 GALA DINNER MENUS 24 SEPTEMBER 1992 BRUSSELS

A signed dinner menu by numerous world famous motor sport personalities from the top table during the FF40 celebrations on 24th September 1992 in Brussels. On the cover an illustration by Chuck Queener of the late Jacques Swaters in the Ferrari 500 with which he was victorious at the Berlin Avus circuit in 1953 – framed and glazed with ultra violet resistant glass.

42x30cm

€1,000 - 1,200



03

FERRARI 275 GTB/C N°24

Two original watercolors of the Ferrari 275GTB/C, class winner at the 1965 Le Mans 24H race driven by Willy Mairesse and Jean Blaton – framed and glazed with ultra violet resistant glass.

30x21cm each

€1,000 - 1,500



04

A MODEL OF JACQUES SWATERS' FERRARI 500F2

finished in Belgian racing yellow, metal construction with 'spoked' wheels fitted with Pirelli rubber tyres, based upon the famous Toschi promotional model, 55cm long overall, wheelbase 30cm, with a wooden display base applied with brass plaque engraved 'AUTO SPORT, Realizzazione Aero'.

€3,000 - 4,000





05



06



05
A FINE 1:12 SCALE MODEL OF A 1930 EIGHT-LITRE BENTLEY BY FULGUREX

limited edition kit-built model, constructed from nickel and brass parts, featuring functioning steering and suspension, opening bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, headlamps, and other parts reproduced in fine detail, finished in British Racing Green livery, with plaque to underside numbered 12.802, 42cm long, with mirrored display base.
€4,500 - 5,500

06
A 1:8 SCALE MODEL OF A BUGATTI TYPE 35 GRAND PRIX DE LYON BY J.P. FONTENELLE

finely detailed, with bonnet opening to reveal engine compartment, cockpit includes figure of a driver, black leather seats, dashboard with instruments and magneto, working steering and suspension, alloy wheels with rubber 'Dunlop' tyres, body panels wired, finished in Bugatti blue, with letter of authenticity dated 11.11.2013 signed by Fontenelle, together with a wooden transport box.
€4,000 - 6,000



'BENTLEY 4½-LITRE BLOWER' CHILD'S CAR

- *Handmade scale model*
- *36-volt electric motor*
- *Automatic transmission and reverse gear*
- *Unique art object*



First shown at the 1929 London Motor Show, the evocatively named 'Blower' Bentley was developed as a private venture by 'Bentley Boy' Sir Henry 'Tim' Birkin in order to extract more performance from the proven 4½-Litre model, which was becoming outclassed by its rivals on the racetracks of Europe. His aim was to produce a British car that would enable British drivers to continue to win races as spectacularly as the 4½-Litre that had won the 1928 Le Mans 24-Hour race.

The supercharger installation was engineered by the brilliant Amherst Villiers, who modestly claimed that it was 'recognised in engineering circles as a definite landmark in automobile construction.' Unimpressed, W O Bentley never supported the development of the supercharged car and is quoted as saying how much he 'disliked the easy short cut provided by the supercharger,' preferring to increase engine capacity, as evidenced by the 6½-Litre and 8-Litre cars, while reducing front-end weight by using Elektron castings. However, 'W O' did not control the purse strings at Bentley Motors, and the influence of Birkin, backed by the fabulously wealthy Woolf Barnato, saw the supercharged 4½-Litre Bentley come to fruition.

Its potential was emphatically demonstrated when Tim Birkin took 2nd place in the French Grand Prix at Pau with his supercharged 4½-Litre tourer amid a field of monoposto GP racers!

Only 50 production supercharged 4½-Litre Bentleys were built to support the homologation of five Birkin team cars; among the few cars of their day capable of 100mph on the open road, they have always been regarded as the supercars of their era.

A handmade scale model in alloy, with leather interior trim, this wonderful child's car is the result of over six months work by a German enthusiast passionate about the 'Blower' Bentleys. Spacious and able to accommodate taller children or even young adults, it is powered by a 36-volt electric motor and has an automatic gearbox complete with reserve gear. Other noteworthy features include chromed lights - in working order - and 12" wire wheels painted in the British Racing Green body colour.

€9,000 - 16,000

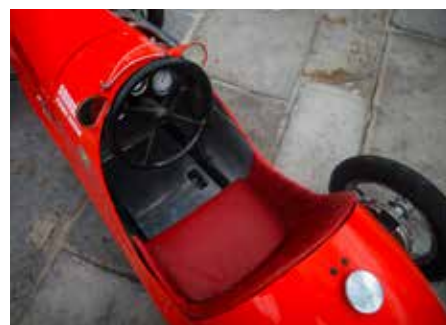
No Reserve



CISITALIA D46 HALF-SCALE CHILD'S CAR

Chassis no. D46 001

- *Built in the Cisitalia workshop*
- *Replica of Hans Stuck's Aosta - Gran San Bernardo hill climb winner*
- *Electric motor*
- *Certificate of Authenticity*



Founded in 1939 by Piero Dusio to manufacture sports equipment, Consorzio Industriale Sportiva Italia (Cisitalia) amassed a fortune for its former soccer-star owner making military uniforms during WW2. A motor racing enthusiast, Dusio used his fortune to become involved with the sport he loved, building the first Cisitalia competition car in 1946. This was an advanced monoposto with spaceframe chassis - the first time this method of construction had been used for a series-built racing car - powered by a modified FIAT 1100 engine. There being little else available at the time, the Cisitalia sold well and in September 1946 took the first three places at Turin's Parco Valentino, one of the first motor sports meetings organised in Italy after WW2. Cisitalia drivers included Piero Taruffi, Raymond Sommer, Tazio Nuvolari, Alberto Ascari, Franco Cortese, Louis Chiron, Clemente Biondetti, Hans Stuck, and Piero Dusio himself, a quite exceptional line-up of talent.

Dusio followed up this successful D46 single-seater by building a two-seater sports car. Coupé and spyder versions were made, one of the latter almost winning the Mille Miglia in 1947 with the legendary Tazio Nuvolari at the wheel.

The fact that Nuvolari was able to lead the race in such a small-engined car speaks volumes for the Cisitalia's superior design, only the misfortune of a flooded magneto relegating him to 2nd place.

Sadly, Dusio's ambition soon got the better of him; a supercharged 12-cylinder Grand Prix car was developed with the assistance of Ferdinand Porsche and Carlo Abarth among others, but the project all but bankrupted Cisitalia, forcing Piero Dusio to close down his Italian operation and relocate to Argentina where he founded Autoar. Dusio took with him Ing. Renato Ciofi and a quantity of chassis, engines and other parts. He sold the license to build his cars to Ciofi but did not remain with the company, which began manufacturing Cisitalias again in 1952.

This half-scale D46's accompanying Certificate of Authenticity states that it was hand-made in the Cisitalia workshop as an exact reproduction of the D46 that German racing driver Hans Stuck, with number '6' on his car, used to win the prestigious Aosta - Gran San Bernardo hill climb in 1948. Noteworthy features include an electric motor, independent front suspension, and four-wheel drum brakes.

€3,000 - 7,000

No Reserve



1966 AUTOBIANCHI BIANCHINA PANORAMICA ESTATE CAR

Chassis no. 083239

Engine no. 237115

- *Rare Panoramica model with sunroof*
- *Delivered new in Italy*
- *Only four owners*
- *Restored condition*



Originally a bicycle manufacturer and arguably best known as a maker of fine racing motorcycles, Edoardo Bianchi built his first automobile around 1900. A wide variety of models was manufactured over the next 30 years, though by 1940 the firm was concentrating on motorcycles and commercial vehicles. Car manufacture resumed in 1957 when Bianchi joined partners FIAT and Pirelli to form Autobianchi.

Production commenced at a new purpose-built factory in Desio, Autobianchi's debut model being the FIAT 500-based Bianchina, named after Edoardo Bianchi's first ever automobile. The Bianchina debuted as the Transformabile coupé, with full-length folding sunroof, and showed clear signs of American influence, its size excepted, exemplified by two-tone paintwork, whitewall tyres and plentiful chromework. Positioned up-market from the FIAT 500, which had been conceived as basic transportation for the impecunious masses, the Bianchina was marketed as a 'second car' or luxurious 'recreational vehicle'. Appealing strongly to affluent middle class ladies, it reflected Italian society's increasing prosperity.

In 1960 the newly introduced and more powerful FIAT 500D engine became standard equipment on the Bianchina range which was augmented by two new models: a Cabriolet and the Panoramica estate car that used the FIAT Giardiniera's space-saving horizontally-opposed engine. A fourth version, the Quattroposti saloon, arrived the following year to be followed by a brace of vans.

Delivered new in Bologna, Italy on 15th April 1966, this charming miniature estate car has had only four owners, all in Italy. In 2005 the Panoramica was bought by Valentini Emilio, an Autobianchi Specialist in Sassuolo, who began a complete restoration in 2007. Finished in blue with beige interior, the car is in generally very good condition and ready to be enjoyed. It is offered with an Italian libretto and Belgium Form 705, and is ASI certified.

€15,000 - 30,000

No Reserve



10

1985 MERCEDES-BENZ 190E 2.3-16 SPORTS SALOON

Chassis no. WDB201034-1F-161733

- *Iconic Mercedes model from the pre-Formula 1 GP race series*
- *Delivered new to Switzerland*
- *Desirable Cosworth engine*
- *Approximately 142,000kms from new*





Mercedes-Benz went head to head with BMW when it launched the compact 190 Series in December 1982, expanding its market to include motorists hitherto unable to afford the Stuttgart manufacturer's high-quality products. This policy proved an outstanding success, with sales of the 190 totalling almost two million over the course of its ten-year production life.

A conventional front-engine, rear-drive, four-door saloon, the 190 was available with a variety of engines ranging from a 1.8-litre four to a 2.6-litre six, plus 2.0-litre and 2.5-litre diesels. Mercedes-Benz's engineers contrived to offer generous interior accommodation, rivalling that of the firm's larger models despite the 190's compact overall dimensions, while an ingenious new computer-designed five-link rear suspension system was combined with conventional McPherson struts at the front to ensure excellent roadholding without compromising ride comfort. A sports model was not long in coming, the Cosworth-developed 2.3-16 joining the expanding 190 range in the autumn of 1983. Although the model made its debut at the Frankfurt Auto Show in September, it had already grabbed the headlines by setting numerous world records at the Nardo circuit in Italy in August, including 24 hours at an average speed of 153.3mph!

This Mercedes-Benz 190E 2.3-16 was delivered new in Switzerland to its first owner, Mr Antonio Amatucci in Safenwil on 20th November 1985. The car was regularly serviced at the local dealer Autoschmid in U'Entfelden, as can be seen from the nine stamps between 1985 and 1989 (date of delivery to 80,000 kilometres). Still in Switzerland, the car was serviced twice more (at 90,000 and 100,000 kilometres) by Garage Engeli in Kappelen, although it is not known if it had changed hands by this time.

The car later moved to the Netherlands, as evidenced by stamps and/or invoices for servicing for a Mr Van Kuik and a Mrs Sniijders at 110,000, 120,000 and finally 140,000 kilometres. In 2014 the car was sold in Belgium to Jan Bisschop and has been only driven occasionally since then, the current odometer reading being only 142,500 kilometres. A full check up by Mercedes-Benz Proot in Knokke was carried out recently. Still in excellent condition, both cosmetically and mechanically, this collectible modern Mercedes comes with its original service manual, a dealers list, and instructions for the adjustable suspension, all three in the original M-B pouch. A reproduction user's manual (in Dutch) is included in the sale.

€25,000 - 35,000
No Reserve



11

1969 AUSTIN MINI COOPER S MARK II HISTORIC RALLY CAR

Chassis no. C-A2SB/1254227-A
Engine no. 12HE25112479

- Restored by Janssens SA in Belgium
- Prepared for historic rallying
- 'Les Boucles de Spa' participant
- Registered in Belgium





Driven by Pat Moss, Paddy Hopkirk and 'Flying Finns' Rauno Aaltonen and Timo Makinen, the Mini Cooper developed into the most successful works rally car of the 1960s, belying its small size and apparent fragility. Its ultimate expression - the 1,275cc 'S' - had won first time out in the 1964 Tulip Rally and became the works' frontline car from 1965 onwards, winning the Monte Carlo, Circuit of Ireland, Geneva, Czech, Polish, 1,000 Lakes, Munich-Vienna-Budapest and RAC rallies outright, a quite outstanding achievement. With victories on four occasions, Aaltonen became European Champion.

1966 would prove equally successful for the works Minis, with victories in seven European Championship rallies; only the team's disqualification from the Monte on a trivial technicality after finishing 1, 2, 3 on the road spoiling what was otherwise an exemplary record. Revenge was gained the following year when Aaltonen won in Monte Carlo, one of six Championship victories secured by the works Minis that season.

Today, benefiting from 40 years of technological advances, the Mini remains a popular choice among devotees of historic rallying at all levels.

This 1,275cc Mini Cooper S was bought new by a Belgian collector who had it restored by Janssens SA in Braine-l'Alleud, Belgium. Finished in Sandy Beige with black interior, the car has been prepared for historic rallies, with appropriate changes and upgrades to the engine and interior, the latter being equipped with bucket seats and competition harnesses. Invoices and photographs relating to the rally preparation are available with the car. A three-time participant in 'Les Boucles de Spa', this car is in generally very good condition and ready to be enjoyed. Accompanying documentation consists of a British Motor Industry Heritage Trust Certificate, FIA and FIVA papers, and a Belgian Carte Grise.

€30,000 - 40,000

No Reserve



12

Ex-Álvaro Bultó

1992 PORSCHE 968 CLUB SPORT COUPÉ

Chassis no. WP0ZZZ96ZPS815295

Engine no. 42P01686

- *First owned by the late Álvaro Bultó*
- *Four owners from new*
- *Circa 85,000 kilometres recorded*
- *Porsche '111 Point Check' carried out*



Announced in 1991, the 968 was the fourth of Porsche's family of front-engined sports cars. The first of the line, the 924, had arrived in November 1975 and drew heavily on Volkswagen/Audi components: the 2.0-litre, four-cylinder, overhead-camshaft engine being a development of the Audi 100's and the four-speed transaxle transmission a VW unit. Six years later along came its close relative - the 944 - which was constructed along similar lines and from a distance was hard to tell apart from its 924 progenitor. Beneath the wider bodywork was a 2.5-litre, overhead-camshaft 'four' - in effect half of the 928's V8 bored out - fitted with twin balancer shafts to minimise the vibration often encountered in such units. The rear transaxle - a five-speed affair this time - was retained, while the 924-type running gear was suitably up-rated to cope with the 944's superior performance.

Restyled along 928 lines, the 968 retained its 944 predecessor's basic mechanical layout while improving on its specification, boasting a 2,990cc engine and six-speed manual transmission. Porsche's big four-cylinder now boasted 'Variocam' variable valve timing and produced 240bhp, which was good enough for a top speed of 156mph with 60mph coming up in 6.2 seconds.

Despite its improved performance, the 968 had the misfortune of arriving at a time of recession and did not sell well. Stripped-out Club Sport and racetrack-ready Turbo S versions were added to the range before production ceased after only four years.

Intended for enthusiasts seeking enhanced on-track performance, the lightweight Club Sport did without much of the 968's 'luxury' equipment - for example: there was less sound deadening insulation used, and the window lifts were hand operated - though features such as air conditioning, a sunroof, and an audio system remained available as options. The rear seats were deleted, the fronts replaced with lightweight Recaro competition seats, and a non-airbag steering wheel fitted. There was also a less complex wiring loom and a smaller battery; the result was a reduction in weight of around 100kg when compared to the standard 968. Improvements to the running gear includes revised suspension, lowered ride height, and wider 17" (up from 16") wheels shod with wider tyres. In 1993, the Porsche 968 Club Sport was voted 'Performance Car of the Year' by the UK's *Performance Car* magazine.





This limited edition Porsche was first owned by renowned Spanish sportsman and daredevil, the late Álvaro Bultó, whose name appears in the service book. Son of Francisco 'Paco' Bultó, founder of the Bultaco motorcycle company, Álvaro Bultó hosted adventure programmes on Spanish Television, and for 13 years directed and presented 'Frontera Límite' (Boundary Limit), an adventure sports show. BASE jumping was Bultó's passion, and in May 2013 he and his Wild Wolf team jumped from the top of Europe's tallest residential building, the Bali tower in Benidorm.

In 2007, he formed part of the first group to parachute in Antarctica, from an altitude of 3,000 metres. He died participating in the sport he loved: killed on 23rd August 2013 in Lauterbrunnen, Switzerland when his wing-suit failed to open properly.

This 968 Club Sport is properly equipped from new, some of the more important factory options are; special engine parts 968 CS (code 151), Differential (219), Airbag deletion (564) and bucket seats left and right (code 384 and 385) of course.

After Álvaro Bultó it passed into the hands of two important collectors in Spain. Currently in the possession of only its fourth owner in Spain, the Porsche has fewer than 85,000 kilometres recorded today. We have been advised that apart from frequent servicing a new battery and new tyres were fitted very recently, and the car is 'on the button' and ready to go. A Porsche '111 Point Check' was carried out in September 2016 (see file), while additional paperwork consists of a Porsche Certificate of Authenticity, Spanish documentation, valid 2016 Spanish ITV (roadworthiness certificate), prints of four studio photographs, and the aforementioned service book.

€45,000 - 65,000

No Reserve

13
NO LOT



14

1974 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Chassis no. V8/11303/LCA

Engine no. V/540/1303/EE

- Rare manual transmission
- Left-hand drive example
- Restored in the Netherlands between 1997 and 2008
- Restoration records available





'Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 60mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5 mph.' - Autocar, 8 July 1971.

Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

The acquisition of Aston Martin by Company Developments in 1972 brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its re-styled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Despite the switch, fuel economy improved and even in automatic-transmission form the Weber-equipped car proved almost as quick as the preceding manual version.

Previously resident in the USA, this left-hand drive, manual transmission V8 was brought to the Netherlands in May 1997 and fully restored between 1997 and 2008. It comes with a complete file (in Dutch) documenting the restoration and subsequent maintenance, and is described by the vendor as in generally very good condition and really nice and fun to drive, one of the greatest Grand Turismos of its time. Noteworthy features include high-speed tyres, improved brakes and suspension, a stainless steel exhaust, Blaupunkt Radio and a highspeed handling kit. The car is offered with an original instruction book, an original manufacturer's brochure, and Netherlands registration papers.

€80,000 - 120,000
No Reserve



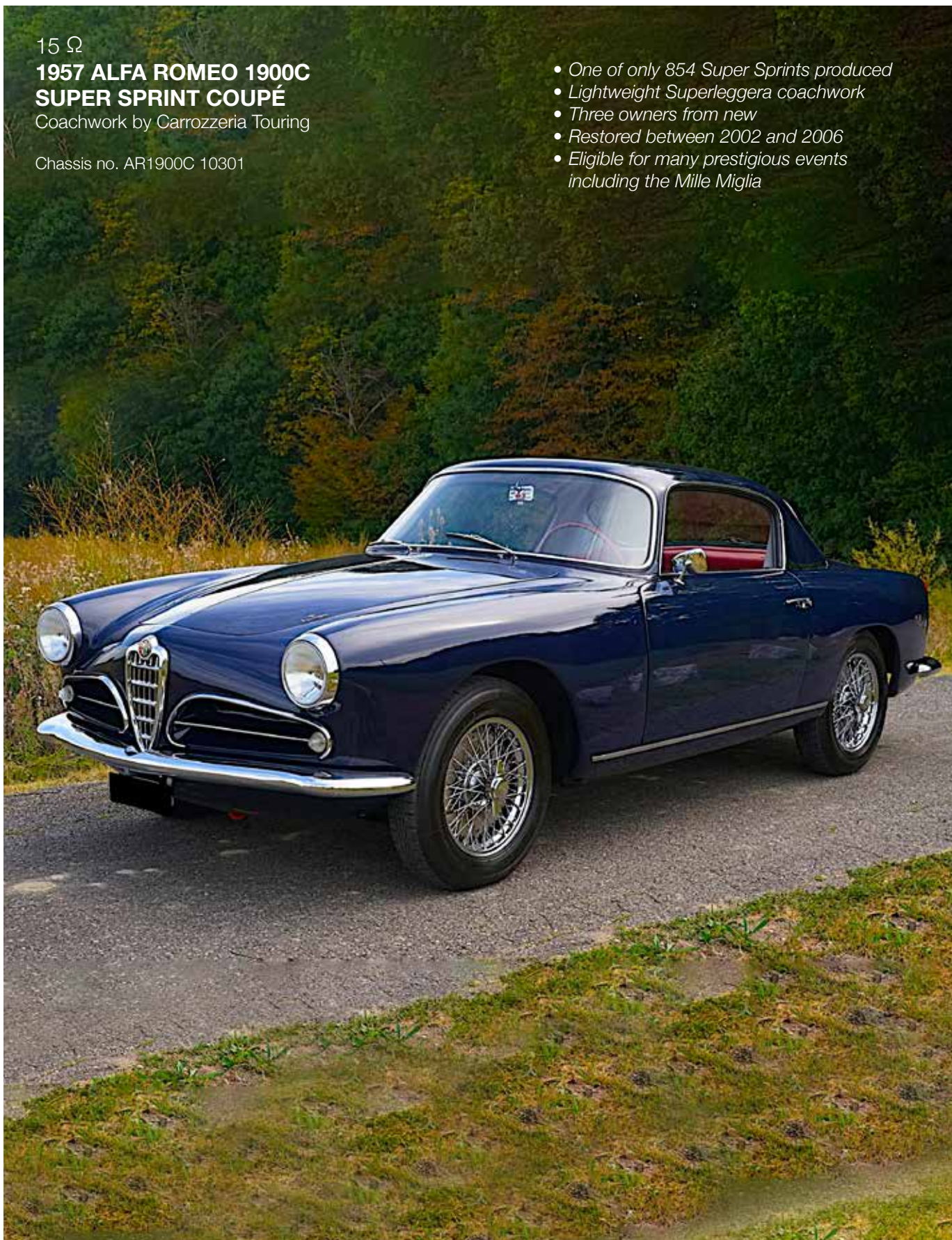
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**1957 ALFA ROMEO 1900C
SUPER SPRINT COUPÉ**

Coachwork by Carrozzeria Touring

Chassis no. AR1900C 10301

- One of only 854 Super Sprints produced
- Lightweight Superleggera coachwork
- Three owners from new
- Restored between 2002 and 2006
- Eligible for many prestigious events including the Mille Miglia





'The final flowering of the 1900 was the Super series, of which the Berlina, or saloon, and the 1900C Super Sprint were produced from 1953 to 1958... the Super series was mainly distinguished by the fact that the engine was enlarged... raising capacity from 1,884cc to 1,975cc. The 1900C Super Sprint could achieve 118mph...' – *'Alfa Romeo - A History'*, Hull and Slater, 1964.

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in the form of two high performance derivatives. Launched in 1951, the 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilising the 100bhp engine of the 1900TI sports saloon. The Touring-bodied Sprint Coupé attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupés. One direct descendant was, of course, the lovely little Giulietta Sprint in which the family resemblance is immediately obvious.

The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models.





In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy of their aluminium-alloy body, these cars could reach 118mph (190km/h), a mightily impressive speed for 1954. They shone in competitions of all kinds. A total of 949 Sprints and 854 Super Sprints had been made by the time production ceased.

Carrying Carrozzeria Touring's body number '4848', this Alfa Romeo 1900C SS was delivered new in Firenze, Italy with the registration plate 'FI 109296', and was kept by its first owner for 30 years. The car then stayed with its second owner until 2014 when it was sold to the current vendor. Finished in blue with red interior, the Alfa was fully restored between 2002 and 2006; invoices and photos of the restoration are available and the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione.

Eligible for the most exclusive events including, of course, the Mille Miglia Retrospective, it is equally capable as a fine Gran Turismo, just as its designers intended.

€180,000 - 200,000





16

1972 BMW 3.0 CSI COUPÉ

Chassis no. 2263293

Engine no. 2263293

- *Delivered new to France*
- *Manual gearbox*
- *Matching colours, matching numbers*
- *Exhibited by the BMW Club de France*





BMW returned to six-cylinder power for its top-of-the-range models in 1968 with the launch of the 2500 and 2800 saloons together with the stylish 2800 CS coupé. Designated 'E9', the latter was powered by the 2800 saloon's M30 engine, though its running gear had more in common with the existing, four-cylinder 2000C/CS. The 2800 CS's replacement by the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel disc brakes in place of the old disc/drum combination. With 180bhp on tap courtesy of its larger engine, the 3.0 CS was good for in excess of 130mph, with even more performance on offer from the 3.0 CSi. The latter's Bosch D-Jetronic fuel-injected engine produced 200bhp, only a whisker below the maximum enjoyed by the lightweight CSL Group 2 'homologation special', affectionately known as the 'Batmobile' on account of its futuristic aerodynamic body kit, developed at Stuttgart University and used from mid-1973 onwards.

Thus equipped the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s, Toine Hezemans capturing the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-driving one to a class win at Le Mans that year with Dieter Quester. Ford bounced back in 1974 but from 1975 onwards the BMW 'Batmobiles' won five consecutive European Touring Car Championships, a quite unprecedented run of success. Today these exciting and charismatic Grand Tourers enjoy an enthusiastic following and well-preserved examples are increasingly sought after.

This BMW 3.0 CSi was completed on 10th June 1972 as presented today in 'Fjord Metallic' and delivered in October '72 in Paris by BMW France, S.A. In January 1990, the car was bought by Mr Devin Michel; the Carte Grise is available together with a service record from 1991. Between 1992 and 1995, a complete restoration was carried out by Garage Martin to the highest standard both cosmetically and mechanically. Works carried out included restoring the interior using correct factory-specification materials, and overhauling the fuel injection system (invoices and restoration details are available). The odometer reading was zeroed and had risen to 1,227 kilometres in the first year following restoration. Mr Michel was a passionate enthusiast who kept all the subsequent service invoices and recorded everything he did to the car. He was a proud member of the BMW Club De France, and there is a photograph on file depicting the CSi on the Club's stand at a show in the 1990s.

In April 2006, the car was sold to the (believed) third owner, Mr Pascal Droulez, at which time it had covered only 27,073 kilometres post restoration. A condition report dating from the time of its sale in 2006 is on file, and service invoices continued to be kept by Mr Droulez. The car is offered today by only its (believed) fourth owner, the current odometer reading being just under 30,000 kilometres. An older restoration completed to the highest standard, the car is presented in beautiful condition and comes with a BMW Certificate of Authenticity confirming matching numbers and colours.

€40,000 - 60,000



17

1981 PORSCHE 911SC 3.0-LITRE SUNROOF COUPÉ

Chassis no. WPOZZZ91ZBS129588

Engine no. 6318102

- Matching numbers and colours
- Manual transmission and desirable sunroof
- Believed-genuine circa 105,000 kilometres from new
- Recently serviced





'Porsche is not one to make wholesale changes to a successful design although there have been numerous improvements in the 17 years since the 911's introduction. The wheelbase has been stretched, the fenders flared, the ventilation system and interior modernised. Yet the car still looks like its predecessors. But only the engine displacement has undergone a substantial increase: the flat-6 has grown from its original 1,991cc in 1963 to 2,994 now.' - *Road & Track*, May 1980.

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356, and is still in production today. The 356's rear-engined layout was retained but the 911 switched to unitary construction for the body/chassis and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six-cylinder engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out over 300 horsepower.

The first of countless up-grades came in 1966 with the introduction of the 911S, the latter easily distinguishable by its Fuchs five-spoked alloy wheels and featuring a heavily revised engine. A lengthened wheelbase introduced in 1969 improved the 911's sometimes-wayward handling and then in 1970 the motor underwent the first of many enlargements - to 2.2 litres. In 1977, Porsche rationalised the 911 range, reducing it to just two models, SC and Turbo, the normally aspirated 3.0-litre 911SC having 204bhp at its disposal by 1981, an output good enough for a top speed of 225km/h-plus.

This manual transmission Porsche 911SC was delivered new to Japan equipped with the desirable - and rare - optional electric sliding sunroof. Recently imported into Europe, the 911 has belonged to an Austrian enthusiast since importation. It retains matching numbers and its rare factory colour combination, the original interior being described as in very good condition. The car currently displays a believed-genuine total of circa 105,000 kilometres on the odometer, and benefits from a recent service.

€35,000 - 50,000
No Reserve



18

1962 MASERATI 3500 GTI COUPÉ

Coachwork by Touring

Chassis no. AM101.2290

Engine no. AM101.2290

- Sought after disc-brake model
- 5-speed ZF manual transmission from new
- Delivered new to Italy
- Matching chassis and engine





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 establishing the company as a producer of road cars.

The Modena marque's new era began in 1957 with the launch of the 3500 GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful Superleggera aluminium coachwork by Carrozzeria Touring, the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car 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 3500 GT'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 3500 GT 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 3500 GT 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.

The example offered here represents the pinnacle of the model's development, being delivered with the five-speed ZF gearbox, disc brakes all round, and Lucas mechanical fuel injection, hence the name change to '3500 GTI', the first time the now common 'GTI' appellation had ever been used. Chassis number '2290' is a European model delivered new to Italy. The vendor informs us that while restoring the car some 8-9 years ago to a very high standard, both cosmetically and mechanically, the sensible decision was taken to replace the often unreliable Lucas injection with Weber carburettors. This change makes the car both very reliable and lovely to drive. Other noteworthy features include original 3500 GTI wheels; stainless steel exhaust system; oil cooler; and an extensively restored interior with new cognac leather trim.

The owner further informs us that the Maserati, which is finished in a very handsome colour combination, has a very solid body with good lines and beautiful paint. We are advised that the car remains in beautiful condition after its restoration, is mechanically in very good condition, and drives very well. This wonderful 3500 GTI comes with Swiss registration papers and EU import duties paid.

€200,000 - 300,000



19

One of the very last examples delivered new to the Dutch Rijkspolitie

1989 PORSCHE 911 CARRERA 3.2 TARGA RIJKSPOLITIE 'ALEX 12.24'

Chassis no. WPOZZZ91ZKS140968

Engine no. 63K03641

- *In service between 1989 and 1991*
- *Matching numbers*
- *Final production year example with the desirable G50 gearbox*
- *Extensively restored by Porsche Centro Assistenza Pordenone*
- *Porsche Certificate and Pon delivery note on file*
- *Offered with original equipment including suits, helmets, etc*



Alex 12.24 on duty c.1989
© Databank avdrp.nl







Alex 12.24 on duty c.1989 © Databank avdrp.nl





The Rijkspolitie was the Netherlands' state police from 1945 to 1996. They used a wide variety of vehicles, ranging from Alfa Romeo Spyders 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 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 lightbulbs; wheel wrench, etc.





The matching numbers car offered here is one of the very last Carrera 3.2s to be delivered new to the Rijkspolitie by Pon, the Netherlands Porsche importer. Designated as 'ALEX 12.24', the Porsche remained in service until 1991 when it was sold off.

The car then went to Italy where it was restored recently by Porsche Centro Assistenza Pordenone. It was subsequently purchased in Italy by the current owner - a Rijkspolitie enthusiast - and brought to Belgium. The owner knew his car was a former Rijkspolitie Porsche as its special features on - roll-over bar, rear boot lid, etc - were still in place. Being an enthusiast and well known in the Rijkspolitie vehicle community, he had already a lot of the original Rijkspolitie equipment and accessories and was able to find all the other original parts.

The car comes with a Porsche Certificate of Authenticity confirming that it was delivered new to 'Politie Technische Dienst' and retains matching numbers (this is relatively rare among ex-Rijkspolitie Porsches as many underwent engine swaps). Additional documentation consists of a detailed Porsche Classic Check (carried out at Pordenone in 2015); Porsche invoices for work carried out; a copy of the factory record for this chassis; a Pon Wagenkaart; Belgian registration papers; and valid technical inspection.

The car also comes complete with original police equipment including suits, helmets, etc, and also a beautiful archive of digital photographs from its time in Rijkspolitie service, for which Bonhams would like to thank Lex Goumare, Archivist of the Algemene Verkeersdienst Rijkspolitie Collection in the Netherlands.

€90,000 - 150,000

No Reserve





20

Rare and desirable manual gearbox example

2003 FERRARI 575M MARANELLO COUPÉ

Chassis no. ZFFBT55B000128299

Engine no. 67703

- One of only 171 manual gearbox models produced for Europe
- Two owners
- 50,200 kilometres from new
- Major service in May 2016
- Registered in Sweden





'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.

Introduced for 2002, the Ferrari 575M (Modificata) represented an evolution of the acclaimed 550 Maranello rather than an entirely new model. With the introduction of the 550 Maranello in 1997, Ferrari had returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car.

Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' manual gearbox, a technology that Ferrari had developed in Formula 1.

Finished in the classic combination of Rosso Corsa with Nero leather interior, this beautiful 575M Maranello was delivered new in Sweden on 6th May 2003 via the official dealership, Autoropa. The Ferrari has had only two (Swedish) owners, the second since November 2006, and is one of the rare 575M Maranello models fitted from new with the six-speed manual gearbox, only some 250 of which are estimated to have been produced. This particular car also has the rare and desirable Fiorano handling package for greatly enhanced performance.

Carried out in May 2016 (at 50,045 kilometres), the last major service included changing the cam belts and fitting four new tyres. The service book is fully stamped, and the car is sold with service invoices, Swedish registration papers, and Belgium Form 705. It also comes complete with tool bag, all keys, instruction manuals (in leather wallet), car cover, torch, and its original radio with code card.

€180,000 - 230,000



21

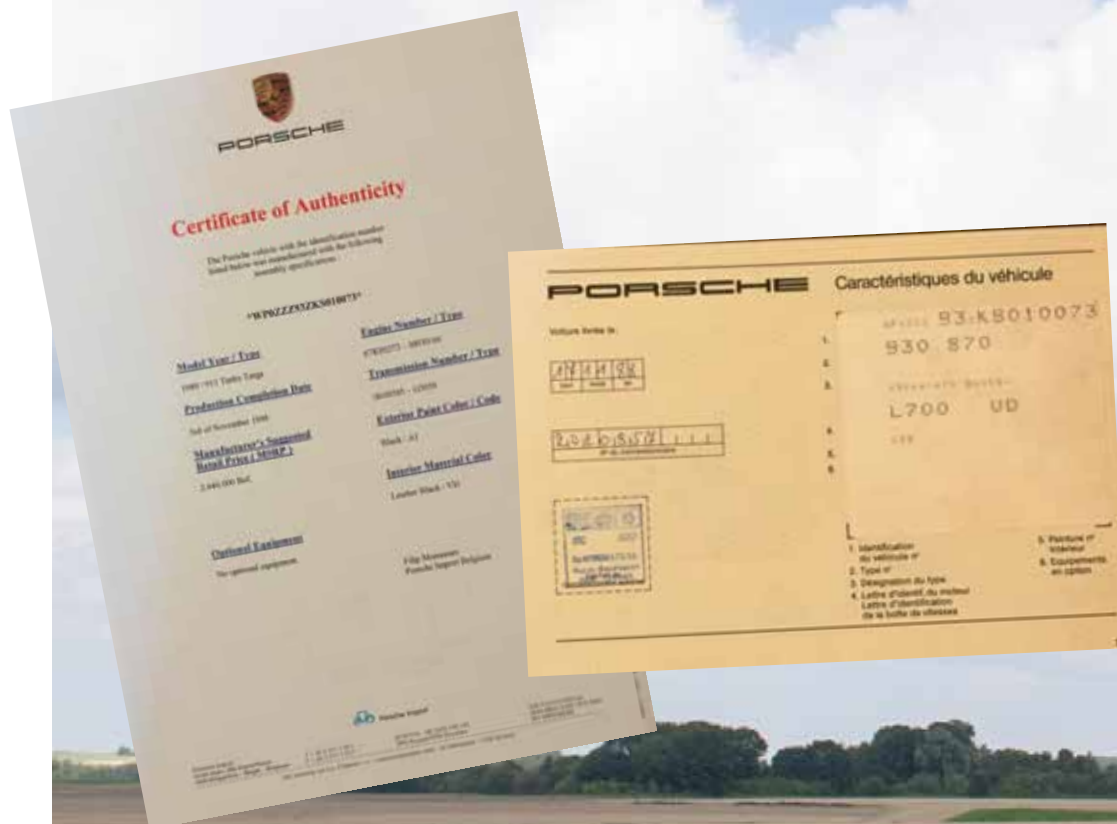
One of only 3 delivered new to Belgium

1989 PORSCHE 911 TURBO TYPE 930 TARGA 5-SPEED

Chassis no. WP0ZZZ93ZKS010073

Engine no. 67K00272

- One of only 26 European delivery Turbo Targas produced for the 1989 model year
- Only Type 930 model year with a five-speed gearbox
- Currently showing slightly under 80,000 kilometres









'The new engine turned out to have enormous marketing power. It became a real status symbol to have that little word 'turbo' on your rear deck, and this fashion spread right across the motor industry.' - Peter Morgan, 'Original Porsche 911'.

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 250km/h. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 160km/h in around 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning, and electric windows.

The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 260km/h. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.





Delivered new in Belgium on 17th November 1988 by the local Porsche dealer Moreau in Chenee, this rare Turbo Targa has the five-speed manual gearbox introduced for the 1989 model year (the last of the Type 930's production), all previous versions having made do with a four-speed transmission.

The first owner (SA Elthera in Liège) kept the Turbo until October 1990 when it passed to Thierry Deleure in Brussels (see owners' list in maintenance booklet), who probably kept it until 2004 when it passed to the next owner in Germany (see Fahrzeugbrief on file).

Towards the end of 2005, the car was exported to Andorra via Portugal, where it remained until 2014 in the hands of Mr Garcia Capitan (copy of cancelled registration on file). Its next owner was a Belgian Porsche collector who took great care of the car and kept it until early 2016.

Service stamps are present for the entire history of the car in Belgium and Germany (see booklet). The Contrôle Technique dated 2004 mentions an odometer reading of 64,979 kilometres, and there are service invoices on file dating from when the car returned to Belgium in 2014 quoting around 77,000 kilometres. Today the odometer reading is circa 79,000 kilometres, which is believed to be genuine.

Earlier this year, the Kronos official Porsche dealership put car through the thorough '111 Points Check' as well as compression test (copies of the report and test are in the file). The car was serviced (copy of invoice available). Presented today in generally excellent condition, this rare and highly desirable motoring icon comes with a Porsche Certificate of Authenticity, and its original service booklet, user's manual, radio manual, and dealers list - all in the original pouch - together with two spare keys.

€250,000 - 300,000





1969 MERCEDES-BENZ 280 SE CABRIOLET

Chassis no. 111025-12-004350

Engine no. 130980-12-33156

- *Attractive colour combination*
- *Present ownership since 2010*
- *Desirable 4-seat open air motoring*
- *Factory air-conditioning*
- *EU duties paid*





Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280 SE saloon shared its bodyshell with the 'New Generation' 280 S, the 280 SE Coupé and Convertible retained the elegant looks of the outgoing 250 SE that had debuted back in 1959 on the 220 SE, designed by Paul Bracq. The 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the seven-bearing M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph with the automatic, an increasingly popular choice, not far behind.

Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient emissions control.

The suspension was essentially the same as that of the equivalent saloon model, albeit reconfigured for a lower ride height, with braking courtesy of discs all round. Plush and well appointed, the interiors featured a leather-covered dashboard, (usually) leather upholstery, Becker radio, and round speedometer and rev counter flanking vertically stacked gauges. The thickly padded convertible top was manually operated, while air conditioning, electric windows, central locking and power assisted steering were among the several options listed.

Production of the 280 SE Coupé and Convertible totalled a little over 5,000 units between 1968 and 1972 when production ceased, and today these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.







The current owner purchased this beautifully presented Mercedes-Benz 280 SE Cabriolet in 2010 in the United States, where it was first delivered, since when it has formed part of his exclusive private collection. After purchase he commissioned respected restorers Aston Workshop to embark on a comprehensive restoration. In the course of the restoration the car was professionally re-sprayed in the most attractive shade of green metallic, while the interior was re-trimmed to a very high standard in tan leather. A total of £ 59,000 was spent, and the invoices are on file. Since its restoration, the Mercedes has seen minimal use and would make a welcome addition to any serious collection. The car also features the desirable optional extras of air conditioning and electric windows. Offered with US title, EU customs have been paid.

It is worthwhile noting that the 280 SE Cabriolet is the next most desirable variant after the now prohibitively expensive 280 SE 3.5 Cabriolet, with very little difference in performance in the real world.
€130,000 - 160,000



23

1966 LAMBORGHINI 350 GT COUPÉ

Coachwork by Touring Superleggera

Chassis no. 0335

Engine no. 0337

- *The first Lamborghini production model*
- *Matching numbers*
- *One of approximately 120 produced*







'With 270bhp at 6,500rpm the V12 engine was made very flexible at all speeds. Furthermore its quietness was little short of amazing. The car was credited with a maximum speed of 250km/h...' - Jean-Marc Borel, 'Lamborghini', 1982.

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

Lamborghini's first production car, the Touring-styled two-seater 350 GT debuted at the 1964 Geneva Motor Show following the successful reception given to a non-running prototype - the 350 GTV - displayed at Turin the previous November.

The work of two of Italy's most illustrious automobile designers, the 350 GT featured a glorious 3.5-litre, four-cam V12 designed by ex-Ferrari engineer Giotto Bizzarrini (formerly project leader on the 250 GTO), which was housed in a chassis conceived by Gianpaolo Dallara, whose formative years after graduating from Milan's Technical Institute had been spent with both Ferrari and Maserati. Touring's Franco Scaglione had styled the 350 GTV prototype, and his basic design, albeit considerably refined, was retained for the production 350 GT.

As originally conceived, the Lamborghini V12 had downdraft carburettors and dry sump lubrication, features more appropriate for a competition engine than that of a road car. For the production 350 GT, cheaper and more readily available horizontal carburettors were adopted, their installation facilitated by Bizzarrini's location of the inlet ports between the two camshafts. These horizontal carburettors made it possible to maintain a low bonnet line after the less complex wet sump lubrication had been decided upon.





The 350 GT's four camshafts and all-independent suspension meant that it up-staged the best which Ferrari offered at the time, though Maranello quickly responded with the 275 GTB announced the following year. Although de-tuned from its original, prototype incarnation, the Lamborghini V12 delivered 270bhp in production form, an output sufficient to propel the 350 GT to 150mph.

Faster and more refined than any contemporary production Ferrari, the 350 GT also had excellent road manners, and this combination of virtues ensured that the fledgling marque enjoyed a reputation for excellence right from the start. Despite its novice status as an automobile manufacturer, Lamborghini soon dispelled any lingering doubts about its ability to compete with the world's best Grand Tourers.

Only a handful of cars had been completed by the end of 1964 but production soon picked up, and by the time of the replacement four-seater, 4.0-litre 400 GT's arrival in 1966, a total of approximately 120 (estimates differ) 350 GTs had left the factory at Sant'Agata Bolgnese. After the four-seater's arrival, the original two-seater model continued to be available with either the 3.5-litre or 4.0-litre engine, and many of these so-called 'interim' cars incorporated features of the 400 GT 2+2 such as quad headlights and Lamborghini's own gearbox.

The first car to carry Ferruccio Lamborghini's 'charging bull' emblem was universally praised by the motoring press on both sides of the Atlantic: 'We were immediately astonished by the car's utter lack of temperament,' declared *Car & Driver*. 'It's much less demanding to drive than a Ferrari and, what's more, it seems to steer, stop, go and corner just about as well as our last Ferrari test car (275 GTS) but it's so smooth and so quiet!





'... we belted around the racetrack, lugged along in Sunday traffic, and went both fast and slow on all kinds of back country roads without experiencing any of the road shocks, harshness, steering deflections, or structural noises we'd have felt in a Ferrari or an Aston Martin.' Clearly, Ferruccio Lamborghini and his team had got it right first time.

This matching numbers 350 GT was completed on 3rd May 1966 and brought into France by the importer, VPM. One of only 120 built, this car was repainted light blue and re-trimmed in matching hide during restoration eight years ago. We are advised by the vendor that the car has had relatively few owners and has been driven sparingly, and that it is in generally good condition, running and driving well. Accompanying documentation consists of old French registration papers, a Lamborghini expert's dating letter (confirming matching chassis and engine numbers), and current Netherlands registration papers.

With so few made, the first-of-the-line 350 GT enjoys 'Holy Grail' status among Lamborghini aficionados, with matching numbers examples such as this one coveted all the more.

€600,000 - 800,000





24

Delivered new to Belgium

1963 APAL-PORSCHE 1600GT COUPÉ

Chassis no. 1250736

Engine no. 62739

- Same private ownership from new for 39 years and one more owner since.
- Matching numbers
- One of circa 150 Coupés produced by APAL in Belgium
- One of only 30 APAL-Porsche engined Coupés





Founded by glassfibre specialist, Edmond Pery, the Belgian manufacturer APAL (Application Polyester Armé de Liège) started producing cars in 1961 and is mainly known for its beach buggies and Porsche Speedster replicas. APAL's first model was a coupé inspired by the 1959 Porsche Carrera Abarth and built on a Volkswagen 'Beetle' chassis, 150 examples of which were produced between 1961 and 1965. Most also used the VW powertrain but this particular car is one of only 30 which were equipped with original Porsche mechanicals - engine, gearbox, wheels, brakes - and other items such as the seats and dashboard instruments. The APAL coupés enjoyed success in racing and rallying, and in the Liège-Sofia-Liège Rally proved faster than the contemporary Porsches thanks to their much lower weight.

This example was built in 1963 using a 1957 VW chassis and has a 1,600cc 90bhp Porsche 356 engine (type 616/7). The APAL has had only two registered owners from new, the first being a Mr Quoibion from Liège, the city where it was made. The car is in original condition apart from the engine, which is newly rebuilt, and the interior, which has new carpets, while the electrical system has been up-graded to 12 volts. It should be noted that the car has been driven only some 250 kilometres since the engine was rebuilt and is still running in. There are invoices on file totalling some €28,000, of which €25,000 relates to the engine work. Accompanying paperwork consists of a French Carte Grise de Collection, a photographic record of the engine rebuild, some service history, and original APAL documentation. This rare piece of automotive history is a 'must have' for the serious Porsche collector.

€55,000 - 80,000



1981 PORSCHE 924 CARRERA GT COUPÉ

Chassis no. WPOZZZ93ZBN700217

Engine no. 31500229

- One of only 406 built
- Delivered new to Germany
- Recently re-commissioned
- Circa 50,000 kilometres recorded



'Porsche has great plans for the 924. The car that began life as a Volkswagen, then became the basic model for the Porsche lineup, is slated to move upmarket until one day it will replace the 911...' - *Road & Track*, August 1980.

Volkswagen's decision not to proceed with their designed-by-Porsche 914 replacement led to the latter taking on the project themselves. Launched in November 1975, the resulting 924 drew heavily on Volkswagen/Audi components: the 2-litre, four-cylinder, overhead-camshaft engine being a development of the Audi 100's, and the four-speed transaxle a VW unit. A five-speed Porsche-designed gearbox and improvements to the suspension were early developments, and in 1978 came the first truly high-performance 924 - the Turbo. The latter's extra 45bhp raised top speed to around 150mph, and this figure would be further improved upon by the 924 Carrera GT.

A road model with competition potential, the luxuriously equipped Carrera GT was launched at the 1979 Frankfurt Show. Easily distinguishable from lesser 924s by virtue of its bonnet air intake and widened wheelarches, the Carrera GT was built in limited numbers - only 406 were made - 400 cars being the minimum requirement to gain homologation for rallying and Group 4 events. The standard version came with 210bhp but this could be boosted to well over 300bhp for racing. Three cars were entered by the works in the 1980 Le Mans 24-Hour Race, finishing 6th, 12th and 13th.

For 1981, in the February of which year the 100,000th 924 left the factory, two more limited edition derivatives of the Carrera GT were offered. Produced for that season only, these were the GTS and GTR, the former being a 245bhp lightweight variant, although still road legal to comply with homologation regulations, while the latter was an even more powerful (375bhp+) competition car intended for racing and rallying. The 924 line was discontinued in 1988.





Delivered new to Germany and first registered in May 1981, this example of one of the rarest of 924 variants is finished in the model's most recognisable colour 'Indischrot' (the majority of cars were sold like this new). This car had been with marque specialists ERPA Porsche in the Netherlands before being registered in 2006 by Porsche specialist Peter Hofstee.

The current owner bought the 924 Carrera GT from Mr Hofstee and had it re-commissioned recently. Works carried out include rebuilding the engine, which received new main and connecting rod bearings; new pistons; and a cylinder head overhaul with new valve guides. Other works included a gearbox overhaul, while the clutch, turbocharger, TDC sensor, and cooling fan were all renewed. All works were carried out by a local Porsche specialist: Boxer Motors. Further works undertaken include a full re-spray in the original colour scheme. Accompanying documentation consists of a Porsche Certificate of authenticity and Netherlands registration papers.

€65,000 - 100,000

No Reserve



26

**1969 MERCEDES-BENZ 280SL 5-SPEED ZF
GEARBOX CONVERTIBLE WITH HARDTOP**

Chassis no. 113044 10 006445

Engine no. 130983 10 002572

- *Delivered new to France*
- *Rare five-speed ZF manual gearbox*
- *Rare original colour scheme*
- *Unrestored and immaculate condition*
- *Matching numbers and colours confirmed by Mercedes Classic*









'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230 SL in 1963, is the same as ever, just better,' concluded Road & Track after testing a 280 SL in 1968. 'For those who value engineering finesse and high quality construction, it's alone in the field,' enthused the highly respected American motoring magazine, while its manufacturer considered the 280 SL, 'a Grand Tourer in the traditional sense' and 'a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally).'

These attributes help explain the 280 SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280 SL's essential user friendliness broadened its appeal beyond the traditional sports car-enthusiast market; many celebrities and film stars owned 280 SLs and only a few years ago Bonhams sold that belonging to Oscar-nominated actress Leslie Ann Warren.

The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's.

Autocar was full of praise for the 280 SL's effortless performance: 'Those going abroad will be pleased to know that the 280 SL can sustain 100mph with ease, and still have a good bit in hand for surging up to 120mph when traffic and conditions permit. All the time the engine is smooth and it has a sweet song to its exhaust note, which starts as a deep throb and builds up to a busy hum at maximum revs.'





Christened 'Pagoda' after their distinctive cabin shape - devised by French designer and classic car enthusiast, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This 280 SL was sold new in Paris in January 1969. The car left the factory equipped with the extremely rare and highly desirable five-speed manual gearbox, while other items of special equipment included a coupé hardtop, left-side door mirror, Becker Grand Prix radio, automatic antenna, and a convertible hood in black. The car's first owners were a Mr and Mrs Coppex living on the Faubourg St Honoré in Paris (see warranty booklet). They later moved to the South of France and kept the car registered there until 2002 (copy of local Certificat d'Immatriculation on file).

The 280 SL was regularly serviced, as evidenced by various stamps in the booklet, and even went to Mercedes-Benz in Stuttgart in 1985 for works totalling 8,000 DM, an enormous sum at that time (original invoice on file). In 2002 the car was sold and acquired by Geert De Moor, a renowned Mercedes-Benz collector. Mr De Moor kept the 280 SL for 11 years without registering it, driving it occasionally on his other plates.

During his ownership, the car was re-sprayed in its original red metallic colour and received a new beige hood, which it still has today, while the cognac coloured MB-TEX interior is still completely original apart from new carpets. No other restoration works whatsoever have been carried out and this wonderful 280 SL remains in outstandingly original condition, having never been dismantled since it left the factory, a rare attribute for a Pagoda.

In 2013 the Mercedes was sold to its third owner, who kept the car garaged and drove it only occasionally; indeed, the odometer reading today is only 107,000 kilometres. Described as in generally excellent condition, this quite exceptional 280 SL comes with its original factory data card, owner's manual, warranty booklet and service booklet, and two original pouches. Also included is the original manual and warranty card for the Becker Grand Prix radio, which is still fitted and functional.

Presented in its original and extremely rare colour scheme, this best and most sought version of the Pagoda is worthy of the closest inspection.

€200,000 - 300,000







27

Ex-Derek Bell

1987 PORSCHE 928 PROTOTYPE CLUB SPORT COUPÉ

Chassis no. WP0ZZZ92ZHS842014

Engine no. 81H01312

Gearbox no. 11H00753

Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an up-market replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish hatchback body featured aluminium doors, bonnet and front wings in the interests of weight saving, while ingenious impact-resistant 'bumpers' made of colour-matched plastic were incorporated into the nose and tail. The V8 engine - Porsche's first - displaced 4.5 litres and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1979 the 928S with 4.6-litre engine arrived and then in 1986 the model was further revised and restyled, becoming the 928 S4. Its engine producing 320bhp courtesy of twin-cam, 16-valve cylinder heads and enlargement to 4,957cc, the S4 enjoyed a welcome top speed boost to 160mph. In 1989 Porsche moved the game on with the even more powerful 928 GT, which with a top speed of around 170mph was the Stuttgart firm's fastest production car at that time, before launching the model's ultimate incarnation: the 928 GTS. Introduced at the Frankfurt Motor Show in 1991, the latter boasted a 5.4-litre engine producing all of 345bhp and in this form the 928 lasted in production until the model's deletion in 1995. Porsche has not made anything like it since and today this appreciating modern classic is increasingly seen as offering exceptional value for money.

In 1988 and 1989, Porsche built a lighter version of the 928 called the CS or Club Sport. The CS was built in limited numbers, as most customers preferred a fully equipped GT to a lightweight version. The Club Sport was equipped with twin and straight exhaust tail pipes, CS-type wheels, and a wider rear track achieved through the use of a 17mm spacer. The bodywork of these cars was the same as the European S4's (but without the mould line on the side) while a no-cost option was the 'CS Club Sport' sticker on the front left wing. On the other hand, no rear screen wiper or sunroof was available.

- One of only five prototype Club Sports built for Porsche's factory drivers
- First owned by five-time Le Mans winner Derek Bell
- One of only three believed to survive
- 5-speed manual transmission
- Matching numbers
- Offered from the JFD Collection







ME AND MYCAR

Derek Bell, five times Le Mans champion, started with a Ford Anglia, graduated to an E-type, then Ferraris. Now he's a Porsche man and the proud owner of a rare works 924 Carrera



“THE FIRST £100 I EARNED, I spent on a Ford Anglia with a three-speed gearbox. It was an awful car but at least I bought it myself unlike most of the other local farm boys, who were given decent cars by their fathers. And you say together always had good cars, although not necessarily new ones, and I jumped at the chance to drive them. He would ask me to wash the car on a Sunday morning and I would clean it up in the yard and then screen spray Chubbetter and back, even though I was only 14 at the time.

His cars and the closeness of our house to Goodwood, where I could see cars being backed around the circuit on weekends when I used to be a race marshal, gave me a taste for driving. I succeeded in overturning the Anglia and threatened my way through the Sunbeam. Ragner then followed.

When I left college, two friends and I bought an Austin Healey 3000 which led to my initial involvement in supercars. I started racing in a Lotus Seven and had to go out of the Hinemere I has just begun married life at that point. The replacement was a Morris 1000 sidevalve which was hopeless. But, to be credit, at least it never broke down.

Fond memories of my brother's glorious E-type, the first in West Sussex when he bought it, led me to buy one of my own — through the bank manager, of course — and I

wasn't disappointed. It was fantastic. Unfortunately the subsequent E-type I had lacked the sort of its predecessor. It was too luminous, and Jaguar had attached more importance to the GT badge than the engine.

I remember turning up for 'work' at Ferrari in the E-type and seeing a few raised eyebrows as I parked it among the GTs in the forecourt.

A call from a dealer friend in Belgium led me into buying a Ferrari 275 GTB4 for £2500. I wish I'd kept it — it would be worth £150,000 now. Still, it gave me two years of glorious motoring although, as it was my only car, I ran up too many miles in it. Most people who buy that sort of car would hide it away in a garage and give it more attention than action.

The much-loved Ferrari was replaced by a Daytona that lasted only six months. I was going through a bad spell in my career at the time, racing professionally and earning peanuts, so I scratched around and found myself a Ford Zodiac and a Renault Dauphine for my wife. Later on I joined Porsche and could afford a BMW 3-Series and a 635CSi, with a blue-printed engine by Tom Wharmby. This car now belongs to one of my cousins.

I soon became heavily involved with Porsche and switched. Along with other team drivers, I drove team cars with slightly different bits and pieces on them. There was nothing like our experience and background to provide reasonable feedback.

I bought my first Porsche in 1987 at the customary 'end of year' sale. It is a special 924 Carrera GT. There were very few made and my high-speed use of the similar model that I used at the Le Mans 24 hours in 1980 persuaded me to buy it.

It is much lighter than the standard 924 because it's really a test car and consequently it has a less robust bodyshell without sound-proofing. The interior noise is harsher but you don't really notice it over the crackle and pop of the turbocharged engine, which produces out 290bhp. It also has much firmer, nose-inward suspension to match the performance.

Driving the Carrera, or the 928 which I have just bought, out over the South Downs is wonderful. The Porsches are totally indulgent but they are there to be enjoyed and I enjoy them immensely.

I do drive them fast but I always observe speed limits. My racing experience has trained me to concentrate at all times and to watch the road 100 yards ahead rather than the rear of the car in front.

The Porsches allow me to explore the great roads around Paghram and the superb handling and acceleration means that I am always in control of the car.

However, I am still a farmer by profession and, believe it or not, I still enjoy the odd jaunt across the farm in a tractor.

20 April 1988 **AUTOCAR** 95

De 928 laat zich vlotjes in een drift zwieren, al lijkt dat onnatuurlijk

De 928 Club Sport

motor	5.0 liter
max. vermogen	290 pk (210 kW) bij 5500 rpm
max. toerental	6000 rpm
max. snelheid	290 km/h
0-100	5,5 s
brandstofverbruik	18,5 liter/100 km (NEDC)
max. brandstofverbruik	25,0 liter/100 km (NEDC)
max. CO ₂	250 g/km (NEDC)
max. CO ₂	250 g/km (NEDC)
max. CO ₂	250 g/km (NEDC)

De 928 Club Sport V8 levert een forse 290 pk en maakt een top van een duizelingwekkende 300 km/h mogelijk.

For 1988, the radio antenna was integrated in the windscreen, while for the 1989 production year it was mounted towards the rear of the roof. All CS cars had only one rear view mirror; all were left-hand drive and had a manual gearbox, black leather interior, and no leather trim on the dashboard. Radio deletion could be specified; cruise control was not available; and the gear lever was around 20mm shorter. The door trim panels were those of the 928 S; seats were adjusted manually; and there was no cassette box behind the window switches, and no rear sun visors. It should be noted that it is impossible to identify a CS by its chassis number, though a CS must at least have the following option codes: 220 limited slip, 393 forged rims, 474 sport shock absorbers, 637 Club Sport equipment.

In 1987, before the official launch of the 928 Club Sport model, five prototypes were built for Porsche's factory drivers: Derek Bell, Jochen Mass, Hans Stuck, Bob Wollek and Jacky Ickx. Hans Stuck's car is still in existence today and forms part of a Porsche collection in the Netherlands, while Jochen Mass's is believed to be in Scandinavia, according to the latest information.

These special Club Sports were given to the drivers as their 'company car'. They were told the car had an up-rated engine (circa 300bhp) and suspension, and was lighter than standard. Their prototypes incorporated all of the aforementioned specifications; however, all five prototypes had a passenger-side mirror and full leather interior, unlike the production CS.







Derek knows that one of his colleagues blew up the engine in one of the Club Sports. He would complain to Porsche that the car was incorrectly geared because 'he would hit the rev limiter in top gear' on the autobahn. Apparently this was 297km/h, though it is not known if this was indicated or actual speed.

This particular Club Sport was first registered by the Porsche Factory - Porsche AG - in June 1987, as Derek Bell was initially reluctant to take delivery because it was left-hand drive and thus not ideal for use in the UK. Around a year later, he relented and took delivery of the car, which was registered in the UK in February 1988 as 'E709 LOW'. Porsche did make one concession and installed an mph speedometer instead of the standard km/h speedometer at Derek's request. Bell kept the car until February 2005 (the longest period any of the prototypes spent with its original owner) and had covered approximately 42,000 miles before selling it to the next owner, Justin Pressland. The car was purchased from Mr Pressland by the current vendor - the JFD Collection in Belgium - in 2009.

The car comes with a personalised 928 CS Book (No. 05/05) telling the full history of the ex-Derek Bell 928 CS; and an owner's wallet containing the service book (showing continuous service history, Porsche S4 booklet, and radio instruction manual. Additional documentation consists of old UK V5 registration papers (in the name of Derek Bell); UK tax discs for the years 2006, '07, '08 and '09; current Belgian registration papers; various press articles; and Porsche factory correspondence.

€225,000 - 265,000

28

Believed the only one delivered new to Belgium

1955 PORSCHE 356 'PRE-A' 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 80926

Engine no. P 60 004

- One of the rarest Pre-A Speedsters with a very early 1600cc engine from new
- Matching numbers, matching colours
- Only four owners from new
- Multiple concours class-winning example
- Mille Miglia Eligible







Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356.

Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart. The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. 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.

Constant development saw the 356's engine enlarged first to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted.

A cabriolet followed hot on the heels of the original 356 coupé and then in 1952 a trial batch of 15 roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model. The roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954. The Speedster's inspiration is also credited to John Von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built coupé in the late 1940s to create a lightweight competition car.

Explaining such a car's appeal Neumann once said: 'Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow over the door and the girls can see them in the car.' Plus ça change ...





Instantly recognisable by virtue of its low, wraparound - as opposed to V-shaped - windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats - all of which served to emphasise its sporting image - the Speedster was, in effect, an 'economy' model intended to compete with the cheaper British sports cars.

The Speedster was powered initially by the 1.5-litre version of Porsche's horizontally opposed four, gaining the new 1.6-litre, 60bhp engine with the introduction of the improved 356A in 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.

Testing the Speedster alongside its Coupé sibling in 1956, *Road & Track* magazine declared, 'A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupé.'

Its combination of style, performance and value for money made the Speedster deservedly popular - 4,822 examples being constructed between 1954 and '58 - and today this most handsome of the 356 variants enjoys iconic status.

A very late 'Pre-A' Speedster fitted with the 1,600cc engine, chassis number '80926' was sold new on 26th November 1955 by the D'leteren Frères dealership in Brussels to the Van Diest-Engels company in Leuven, Belgium. Its first owner was Mr Yves Tassin, son of the company's proprietor, who kept the Speedster until 1958. Yves Tassin is a well-known racing driver who, with the 'Écurie National Belge', competed in various races in the 1950s with a Porsche 550 Spyder including Le Mans, Grand Prix of Angola, Grand Prix Kristian Stadt, and the Grand Prix des Frontières' at Chimay in 1957. In the morning at Chimay, Yves Tassin drove his privately owned Speedster, '80926', in the national category race, finishing in 7th place, and in the afternoon drove the 550 Spyder in the star-studded international race.





At the end of 1958, Yves Tassin sold the Speedster to Baron Bernard de Marcken de Merken, who used the car as his daily driver and owned it until the end of 1979. After 21 years, the Baron sold the Porsche to a car dealer who specialised in old military vehicles and Rolls-Royces. Its next owner was Mr Tibor Gerber, a German citizen who was employed at the West German Consulate in Brussels. Mr Gerber took the car to Como in Italy where he still lives today. He intended to restore the car but never got around to it. The Speedster had spent more than 30 years out of sight in an underground garage where the current vendor discovered it in 2012. A copy of the original registration was still with the car.

In July 2012, the vendor imported the Speedster back to Belgium and began its complete restoration, sparing no effort during the two-year rebuild to bring the car to 'concours' standard. The body was stripped of all paint and dirt by immersion in an acid bath at a Lokeren-based specialist company. All sheet metal parts that were rusted or damaged were replaced, including the floor, the bottom of the battery box, and the sills.

Fortunately, the body itself was in good condition so replacement of the outer panels was unnecessary. All individual parts such as the doors, boot and engine cover are numbered '926' (the last three numerals of the chassis number) making this a 'matching panels' car. The Porsche was still white - its original factory colour - when purchased and had been fitted with a Super 90 engine. Fortunately, the original engine, number 'P 60 004' was included in the purchase and had been completely restored.

Enquiries have established that this appears to be the fourth Type 616/1 engine of 1,571cc (nominally 1,600cc) displacement made, and an engine of this capacity is extremely rare in a 'Pre-A' Porsche 356. The Type 616/1 engine was already used by the factory in the 356A models in production from late 1955. As coachbuilder Reutter had still had 'Pre-A' Speedster bodies in stock, these 1,571cc '1600' cars can be considered an intermediate model.





After the body restoration was completed, the car was professionally painted by Carosserie Symons in Borsbeek and then assembled by the vendor - a knowledgeable Porsche enthusiast. All original parts were restored and reused where possible. Other components that had become unusable were replaced by 'new-old-stock' parts where possible. Examples of this car's exceptional originality include the original ignition switch and starter button; original Bosch headlights with the adjustment screws at 9 o'clock; the license plate illumination with the Hella logo; Bosch square-shaped door handles (typically 'Pre-A'); 16" wheels produced by Lemmerz & Kronprinz (date stamped); the original VDM horn button; and the SWF-brand wiper arms and blades (OEM).

The engine and gearbox were completely overhauled, with all worn parts renewed. The latter include all crankshaft bearings and connecting rods; all piston rings; all valve guides and seats; all seals; all gearbox bearings and seals; and various dust covers and rubbers. Furthermore, the original Solex 32 PBIC carburetors were ultrasonically cleaned by a specialist and fitted with new seals and nozzles. All parts of the engine and suspension were either powder-coated or re-plated. A new wiring harness was installed, and all of the electrical components such as the starter motor, alternator, etc were overhauled by a Bosch service centre.





The restoration was completed in October 2014 and the Speedster then participated in its first concours d'élégance - the Antwerp Competition in Wijnegem - winning 1st prize in the Porsche category. The Speedster participated in a number of classic car events and rallies during the first half of 2015, including the Porsche Classic Club's Spring Rally and the Beerens Classic Rally.

In October 2015, the car was entered in the Zoute Concours d'Élégance by Bank De Groef Petercam where it won the trophy for 'Most Sensitive Restoration' following evaluation by a five-member jury of leading experts - an accolade the owner is justifiably proud of. In March of this year, the Speedster was put on display at the 'Antwerp Classic Salon 2016' where it won the 1st prize at the Concours d'Élégance for cars built between 1885 and 1955.

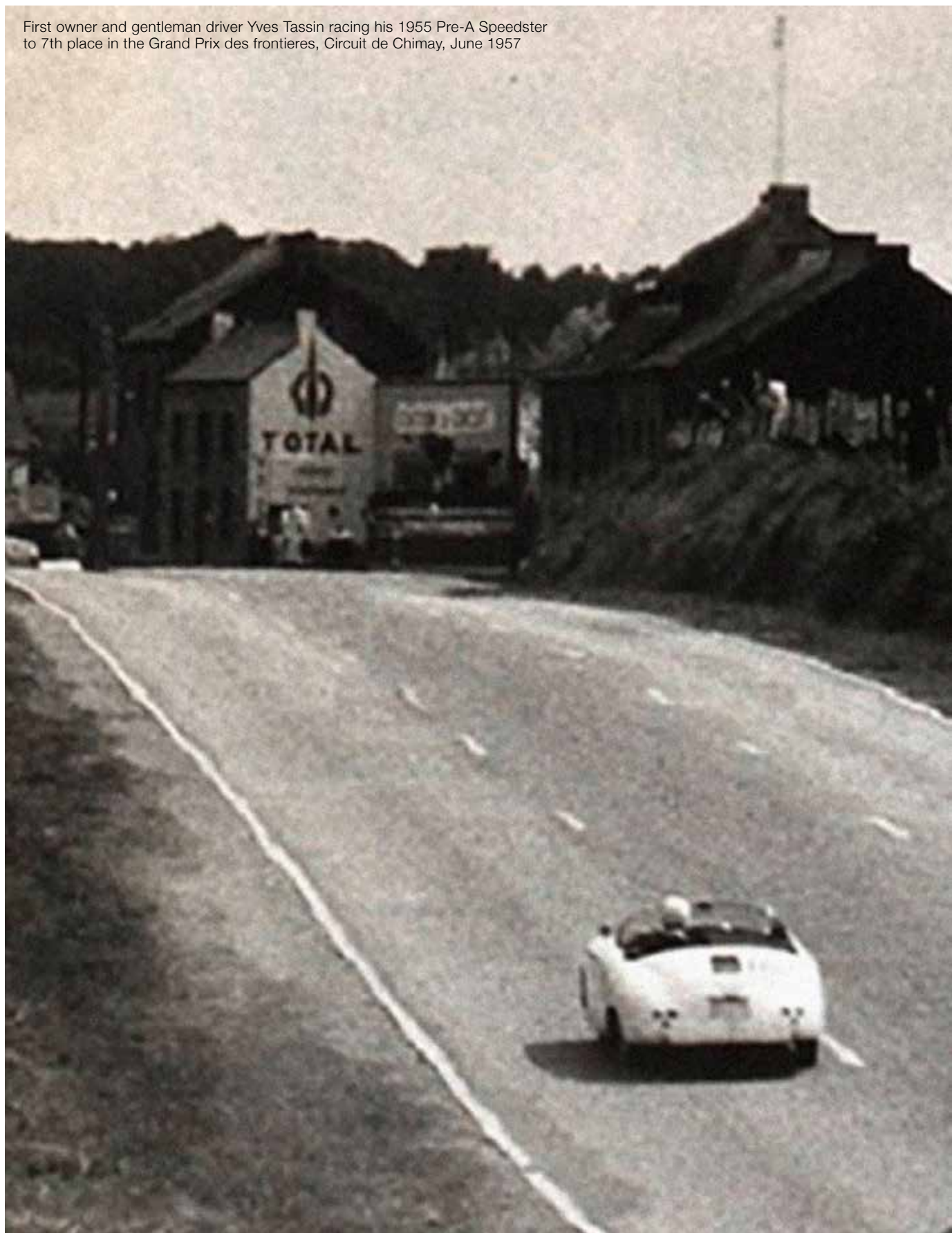
Accompanying documentation includes a Porsche Certificate of Authenticity (confirming the original engine capacity as 1,571cc); a copy of the original factory Kardex mentioning D'leteren and Mr Tassin; and a copy of the first registration in Belgium in November 1955. Also included are all documents relating to the research of the car's history together with numerous newspaper clippings from 1957 regarding the race that the Speedster participated in; a picture of the same race with Mr Tassin behind the wheel; and documents relating to Mr Tassin's racing career.

A 356 Speedster owner's manual is included in the sale. It is worthwhile noting that all three previous owners are still alive and it is nice to know is that the Speedster's first owner, Mr Tassin, still lives in Knokke-Zoute.

€350,000 - 550,000



First owner and gentleman driver Yves Tassin racing his 1955 Pre-A Speedster to 7th place in the Grand Prix des frontieres, Circuit de Chimay, June 1957



1955 SWALLOW DORETTI ROADSTER

Chassis no. 1246

- *Rare British sports car*
- *One of 276 produced*
- *Triumph TR2 engine and running gear*
- *Mille Miglia eligible*



The Doretti sports car was built by the Swallow Coachbuilding Company, which was the part of William Lyons' empire that specialised in making sidecars. Somewhat paradoxically, another of Lyons' companies, Swallow Sidecars, made the 'SS' cars that adopted the 'Jaguar' name post-war.

Sold by Lyons to Tube Investments (TI) after WW2, and facing a declining market for sidecars, the firm needed to use its spare capacity and began making the Doretti in 1954 using the Triumph TR2 engine and running gear, which went into a chassis fabricated from Reynolds 531 tubing and clothed in aluminium outer body panels supplied by Panelcraft. The design was the work of one of TI's engineers, Frank Rainbow who, working alone, managed to get the Doretti from drawing board to the prototype stage in a mere ten months. Heavier and slightly slower than the TR2 whose running gear it shared, the Doretti handled more securely and came with both a heater and fitted luggage as standard, unlike the TR.

It was also some 25% more expensive than the Triumph, but the hand-built exclusivity never came cheaply.

Offering 100mph performance at a relatively bargain price, the Doretti could accommodate taller drivers comfortably and sold well in California where one of its chief rivals was the Jaguar XK120. Lyons was not best pleased and pressured TI to axe the Doretti, threatening to look elsewhere for the components they supplied to Jaguar. TI complied and the Doretti ceased production in 1955 after only 276 had been completed. Around 74 are known to exist today.

This Swallow Doretti roadster was sold new in France by Jacques Savoye on 8th October 1955 to Patrick Sellier, who kept the car until 4th November 1958 and then sold it to his sister, mother of the current owner and vendor. In June 1961, the car was sold to David Amiach, a prominent Swallow Doretti collector, and many years later was featured in Autoretro magazine (August 1987 issue).





In 1998, the vendor and his brother bought the car back from Amiach as they knew it had once been their mother's car. The Doretti had been repainted by Amiach in French Blue, and the brothers decided to restore it and reinstate the original colour of Ice Blue. The interior is trimmed in grey/blue leather with light blue piping. Seat belts and a battery isolation switch have been added.

Highly original, the car retains all its factory-fitted components including the removable windows. It remains in generally good condition and is said to run and drive very well. Accompanying documentation consists of a French Carte Grise, sundry service invoices, and original instruction book.

€50,000 - 70,000

No Reserve



1956 AUSTIN-HEALEY 100/4 BN2 ROADSTER

Chassis no. BN2-L/230671

Engine no. 1B/230671-M

- *Original left-hand drive delivery*
- *Matching numbers and colours*
- *No expense spared restoration 2015-2016*
- *Four-speed manual/overdrive gearbox*
- *Mille Miglia eligible*



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

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





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

Left-hand drive chassis number '230671', a desirable BN2 model with 4-speed and overdrive, was completed in March 1956 for export to the USA. The car was originally finished in Healey Blue with matching interior trim and convertible top, and left the factory equipped with the optional laminated windscreen and a heater.

In 1992 the Healey was bought by a dealer in the UK and subsequently sold to a Dutch enthusiast, remaining in storage until the current vendor purchased it. Today, the Healey is offered fresh from a full restoration that consumed some 1,200 man-hours: 450 on the body and paintwork, the remainder on the mechanicals, not counting the engine and gearbox rebuilds. The car has been restored with meticulous attention to detail, from the original steel-aluminum bodywork down to the original chrome work that has been reconditioned by hand. No expense was spared to make this car period perfect, including the beautifully finished Mohair top.

In short, a 100/4 BN2 for the real enthusiast of Big Healeys, to be welcomed at any concours in view of its condition. Invoices and build details are available for inspection, and a photographic record of the restoration process comes with car together with a British Motor Industry Heritage Trust Certificate.

€85,000 - 125,000



31

1 of only 2 built to these specifications

**1976 PORSCHE 911 CARRERA 2.7-LITRE MFI
'SONDERMODELL' COUPÉ**

Chassis no. 9116609034

Engine no. 6668056

- *One of only 113 Sondermodell's produced*
- *Desirable last-in-line 2.7-Litre MFI Carrera*
- *Matching numbers and colours*
- *Rare sunroof option*
- *Exceptionally original*





'The Sondermodell coupes were not standard production 911s. They never appeared in factory brochures, and most Porsche books don't even reference them. They were only sold in Germany, basically through the backdoor, during the last two months of the 1976 model year. They were the last model-year street Porsche with MFI.' - Ryan Snodgrass. Porsche revived the Carrera name for its luxuriously equipped, top-of-the-range 911 in 1973. Designated 'Carrera RS' (RennSport), the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was progressively extended, eventually ending up at 1,590 units and allowing homologation in Group 3 for standard GT production cars. The majority of cars produced were to 'Lightweight' (competition) specification, the remainder being delivered as the Carrera RS Touring, complete with 911S-type interior trim and fittings.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared 'arches') for improved handling, while the 2.7-litre, mechanically fuel-injected (MFI), air-cooled six-cylinder engine's 210bhp boosted top speed to around 150mph. Not merely a styling gimmick, the Carrera's trademark 'duck tail' spoiler made a vital contribution to high-speed stability, a virtue of increasing importance as power outputs continued to rise.

Based on the 911 Carrera RS Lightweight announced the previous year, Porsche's RSR GT-category racer collected overall wins in the World Sports Car Championship at Daytona and the Targa Florio in 1973, defeating 3.0-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based car. For 1974, Porsche introduced a new body incorporating impact-absorbing bumpers - a US requirement - after which the earlier body became known as the 'long hood' type. In the USA though, the Carrera had to make do with an electronically fuel-injected engine producing 'only' 175bhp (to meet emissions legislation) while elsewhere Porsche's customers enjoyed the legendary 2.7-litre MFI RS-specification 911/83 engine producing 210 horsepower.

The 1976 Sondermodell came with several performance enhancements as standard, including flared rear wheelarches, Bilstein dampers, 18mm rear anti-roll bar, 6" front and 7" rear wheels, and a limited-slip differential. Most importantly, it kept the RS-specification MFI engine. Like all the '76 911 range, the Sondermodell also benefited from Porsche's adoption of the improved Thyssen zinc coating process for the entire bodyshell. Only 113 were built for the 1976 model year.





One of the last 2.7-litre 'MFI' Carreras made, chassis number '9034' left the factory in May 1976 and was delivered new to Germany. The latter was the only market to receive these last-of-the-line Carrera 2.7 Sondermodells, which were reserved for Porsche's most favoured clients, many of them from the racing community. These cars are considered by many enthusiasts to be the last of the 'real' Carreras. Chassis number '9034' is one of only two cars delivered in Copper Brown with the highly desirable electric sunroof option, while other items of special equipment included a rear window wiper and tinted glass.

The Porsche came to Belgium in January 1978 and has extensive Belgian history. In 1992 it was registered by a lady owner, Mrs Melkebeek from Aalst, and there is an old Contrôle Technique in her name dating from 1992 in the file. The car then was put away and hardly ever driven.

In 2012, the Carrera found its way to Holland where it formed part of a Porsche collection. It was then extensively restored with no expense spared, and after completion was featured in Porsche RS Magazine (01/2016 edition). After some 20 years off the road, the Carrera was in exceptionally original condition and an excellent candidate for restoration. In the course of the rebuild, all rubbers were replaced and the car repainted to the highest standard, while the engine and gearbox were totally overhauled. The odometer reading of approximately 80,000 kilometres is believed genuine, a conclusion supported by the condition of the original interior when the car was found.

It is most unusual to find one of these ultra-rare 'Sondermodells' - one of the least known models in Porsche history - in such exceptionally original and unmolested condition; indeed, according to Ryan Snodgrass (author of the definite marque history, 'Carrera 2.7', published by Parabolica Press) this is one of the most original 2.7 MFI Sondermodells he has ever seen. The car comes complete with books, tools, and an owner's manual, while accompanying documentation consists of a Porsche Certificate of Authenticity, a copy of the old Belgian registration papers, and a Certificate of Conformity issued by D'Ieteren, Belgium.

€175,000 - 275,000





32

1964 CITROËN DS 19 DÉCAPOTABLE

Coachwork by Henri Chapron

Chassis no. 4272091

- Desirable 'first nose' cabriolet
- Rare Jaeger dashboard
- Delivered new to France
- Three owners from new
- Extensively restored





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 capacities, while other DS developments included a restyled front end, swivelling headlights, fuel injection, and a five-speed gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate, and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. (Chapron's first convertibles had been produced independently of Citroën, but the factory eventually gave the project its blessing). Despite a much-reduced demand for bespoke coachwork after WW2, Chapron survived thanks to his exemplary creations for Delahaye, Talbot and Salmson, switching to offering bespoke versions of unitary construction models when motor manufacturers began to abandon the traditional separate chassis frame.

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.

Citroën's own Décapotables were built on the longer, stronger chassis of the ID Break (Estate) but the model was never produced in England, where Citroën's right-hand drive cars were assembled at its Slough factory up to 1966. In total, 1,365 usine (factory) convertibles were made with either the DS19 or DS21 engine between 1960 and 1971, while Chapron built a further 389 of his own, the last in 1973.

Built in 1964, this DS 19 Décapotable has the original-style front end predating the revised version introduced in 1967. A semi-automatic transmission model, the car was delivered new in Lyon, France and remained with its original owner until 1971. The second owner, a resident of the Loire region in France, kept the DS until 1999 when it passed to the current (third) owner in Holland. Between 1999 and 2002, the car was completely restored in Holland, including an interior re-trim and renewal of the electrics, with complete overhauls of the engine and transmission being carried out in 2015. Invoices relating to the 2015 overhauls are on file, and the DS also comes with its original first-owner and second-owner French Cartes Grises. The car is currently registered in the Netherlands and has a valid technical inspection.

€135,000 - 175,000





33

1937 AC 16/80HP 'SHORT CHASSIS' COMPETITION SPORTS

Chassis no. L525
Engine no. UBS7 492

Bullet points

- One of only 40 AC 16/80 models built
- One of only 28 with factory slab-tank
- Formerly part of David Hescroff's private collection
- Superbly maintained
- Matching numbers, engine rebuilt in 2012
- Registered in the UK on its historic plate





Having abandoned plans to produce a 20hp touring car, John Weller turned his not inconsiderable design talents to something more mundane - a three-wheeled commercial delivery vehicle. Introduced in 1904, the Auto-Carrier was an immediate success and a passenger version - the Sociable - followed in 1907, at which time the company name was abbreviated to 'AC'. The firm's first four-cylinder car arrived in 1913 and fours would be catalogued until 1928, thereafter the company offered sixes only.

AC's famous Weller-designed, overhead-camshaft six entered production in 1922, by which time Weller and his financial backer John Portwine had been ousted by new owner S F Edge. A prominent racing driver of the Edwardian era, Edge believed fervently in the publicity value of competition successes and pursued this policy enthusiastically during his stewardship of AC. In 1922 an AC became the first 1,500cc car to cover the mile at over 100mph and in 1926 the marque's place in motoring history was assured when a 2.0-litre model became the first British car to win the Monte Carlo Rally.

Financial difficulties saw AC taken over by the Hurlock brothers in 1930 and from then on the firm concentrated on sporting cars aimed at the discerning enthusiast. Successful motor dealers, the Hurlocks had bought AC as a means of expanding their existing business and only restarted the manufacturing side in response to customer demand.

Existing stocks of spares were used at first but when these began to run out the brothers had no option but to make a fresh start. This they did using a bought-in chassis from Standard, into which went Weller's six and a conventional ENV gearbox, replacing AC's traditional three-speed transaxle. The marque's reputation for producing well engineered and equally well finished cars continued under the Hurlocks' ownership, enabling AC to prosper despite the higher asking prices that these exemplary standards necessitated.





An improved, under-slung chassis of 9' 7" wheelbase was adopted for AC's 1934 range, which was first displayed at the London Motor Show in October 1933. By 1935 a flat radiator with mesh grille had replaced the previous rounded type, only to be superseded for the following season by the classic slatted version. A synchromesh gearbox was standard by this time, while other noteworthy features included automatic chassis lubrication, built-in jacks and Telecontrol shock absorbers, all of which were incorporated in the 16/60hp and 16/70hp models launched in 1936.

Also in the range at this time was the 16/80hp model, an entirely new two-seat competition roadster that had first appeared publicly at the 1935 London Motor Show. Weller's 2.0-litre six was installed in a short-wheelbase (8' 10") chassis, under-slung at the rear and equipped with Moss remote-change synchromesh gearbox and Bendix self-energising mechanical brakes. Topped off by a supremely handsome roadster body, the 16/80 combined gorgeous looks with excellent handling and a 90mph maximum speed, as verified by The Autocar. Motor magazine found the 16/80 'glued to the road as if on rails and delightful to handle; it enables one to recapture the real joy and spirit of motoring.' Only 44 of these exciting sports roadsters were built, four of which were supercharged 16/90 variants. Today this rare model is one of the most sought-after of pre-war AC sports cars.

This particular car, chassis number 'L525', is one of the finest surviving examples. First registered, as 'FPA 707', on 5th March 1937, the car comes with a copy of an old-style continuation logbook, issued in 1954. This logbook records three owners, the last of whom, David Hescroff, acquired 'FPA 707' in March 1978. A foremost private collector of the marque, David Hescroff has several of his cars featured in 'AC Heritage' by Simon Taylor & Peter Burn (copy on file), including some examples of the Competition Sports. A copy of a later V5 registration document shows that David Hescroff sold the car to Jean Gorjat of Harrow, Middlesex in July 1992.

'FPA 707' is very original, still retaining its original engine, and is finished in the most striking colour combination of light blue metallic (recorded in the accompanying factory ledger extract as 'Jewelesence Wedgwood Blue') with dark blue leather interior and matching hood. The car passed into the hands of Jean Laurent-Bellue and was sold from Laurent-Bellue some 5 years ago to the current owner via Lukas Huni, the car remains in outstanding condition having been very carefully used and maintained throughout the years, as evidenced by an invoice on file for a comprehensive engine rebuild carried out by marque specialist Rod Briggs in 2012. A copy of the owner's handbook and assorted technical documents are on file also. This fabulous example of a rare and exciting AC sports car is ready to delight its new owner.

€240,000 - 300,000





34

One of only 4 examples delivered new with carburettors

1963 MASERATI SEBRING 'SERIES I' COUPÉ

Coachwork by Carrozzeria Vignale

Chassis no. AM 101 02105

Engine no. AM 101 02105

- *One of only 591 produced*
- *Delivered new to Sweden*
- *Partially restored in 2015*
- *Matching numbers and colours*
- *Comes with Maserati Certificate of Origin*





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 sports car 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.

Confirmed by Maserati as one of only four Sebrings completed with carburettor induction, his 3.5-litre 'Series I' was first registered in Sweden and submitted for the Swedish TüV in Gothenburg. The first recorded registration is from the Varmland region, indicating that the first owner was in Karlstad, 'S18573' being his number plate. In order, its first three owners were: Rune Jonsson, Lars Johansson, and Tom Andersson.

The Maserati was then registered to the dealership AR-Bil AB Linnegatan, Stockholm, which kept the car for five years, indicating that it was used as the owner's personal transport rather than retained for stock. It was then sold to an industrialist resident in Stockholm, Benkt Skarne, who owned the Maserati until 2015 when he sold it due to illness. Sold through a dealer in Danderyd, Stockholm, the Sebring was next owned by Michael Bile in Stockholm, followed by the current vendor in Germany.

The Sebring was partially restored in 2015, being repainted and re-trimmed in its original colours, while the engine was partially overhauled. Finished in Grigio Flemington with red leather interior, this beautiful and rare Maserati coupé is sold with a Maserati Certificate of Origin, and Swedish registration papers.

€260,000 - 320,000





35

'The best manual you can't buy new'

2016 PORSCHE 911 R TYPE 991 COUPÉ

Chassis no. WPOZZZ99ZGS194097

- Number '135' of only 991 cars produced
- Delivered new to Sweden
- 52 kilometres from new
- Offered by its first private Swedish owner
- The first '991 R' to be offered publicly at auction

Text xxxxxxxxxxxx
£xxx - xxx



'On paper the Porsche 911 R is a GT3 with a manual gearbox, the GT3 RS's engine, and no wing. However, the philosophy behind the car is a little more involved than that. This is meant to be a really pure, emotive 911, a car that is about driver involvement on the road rather than the track.' - *Evo* magazine.

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

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

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





In September 2015, the Type 991 was introduced in revised and restyled form for the 2016 model year, becoming the '991.2' in factory parlance. To the concern of some traditionalists, turbo-charged engines were now standardised throughout the range: a 3.0-litre unit in the Carrera and Carrera S, and a 3.8-litre one in the Turbo models. The purists did not have to wait long for their concerns to be assuaged, as in March 2016 at the Geneva Motor Show Porsche unveiled the limited edition 911 R, featuring the 'old' GT3 RS's normally aspirated 4.0-litre 493bhp engine and a new six-speed manual gearbox.

Regarded by many as the 911 R's biggest selling point, the new six-speeder used the existing transmission casing but featured new internals, while customers wishing to extract the ultimate from this engine/transmission combination could specify the optional lightweight single-mass flywheel. There was also a 'Sport' mode (selecting optimum engine revs during shifts) for those unused to finessing a manual 'box. According to Evo: 'The gearshift itself is lovely. Not overly-short, but perfectly precise, deliciously weighted and much better than the seven-speed.'

This new six-speed manual gearbox was lighter than the PDK type, while the use of carbon fibre front wings and a titanium exhaust system, coupled with the removal of sound insulation, enabled Porsche to bring the 911 R's kerb weight down to 1,370kg, making it around 50kg lighter than the GT3 RS. If that was still not enough, the air conditioning and radio could be deleted, saving a few more kilograms.

The running gear retained the GT3's active rear-wheel steering, albeit re-calibrated for the 911 R, while Porsche's carbon ceramic brakes were standard. With the GT3-type large rear wing gone, a new rear diffuser was incorporated to restore high-speed stability, vitally necessary in a car capable of exceeding 200mph. Despite its stupendous performance, the 911 R had been developed principally as a road car, with lighter steering, softer suspension, and narrower tyres than the track-day focussed GT3 RS. But although the latter has more grip and can corner faster, the lightweight 911 R accelerates more quickly than its hardcore cousin. Evo again: 'Despite the Cup tyres and 493bhp, this really is a 911 that you can drive and enjoy at sane speeds. It definitely feels lighter and shorter than any other 991. Crucially it also feels like a 911, with the capacity to subtly move with a road in the way that a rear-engined car should. Push harder and some of this nuance actually recedes, leaving you with devastating composure and huge reserves of grip.'

Only 991 examples of the 911 R will be built, and all have been offered - and sold - to Porsche's preferred customers, leaving many enthusiasts disappointed, and prompting online motoring web site Jalopnik to declare: 'The 2017 Porsche 911 R will be the best manual 911 you can't buy'.





Sold new in July 2016 via Porsche Centre Stockholm, Sweden to the current Swedish private owner, this particular 911 R - number '135' of the production run of 991 cars - is finished in white and has a black/brown two-tone interior in full natural leather. It was delivered with the following factory options:

- Front axle jacking system*
- Air conditioning*
- Preparation for mobile phone*
- Light design package*
- Sport Chrono Package including Porsche Track Precision App*
- Contrast colour Green*
- Carbon fibre floor mats with leather edging*
- Stripes in Satin Black with Porsche logo in Satin Green*
- Extended leather packages, doors*
- Extended leather packages, dashboard seams in contrasting colour*
- Platinum Grey or Guards Red*
- Automatic anti-glare exterior mirrors including rain sensor*
- Porsche Communication Management (PCM) including Navigation*
- Side skirts painted*
- LED headlights in black including Porsche Dynamic Light System (PDLS)*
- Upper part of SportDesign rear-view mirrors in carbon fibre*
- Steering column casing in leather*
- Filler cap in the Aluminium Look*

Only 52 kilometres have been covered since delivery on 18th July of this year, and as one would expect, this wonderful car is presented in superb 'as new' condition offered by its first Swedish private owner. Offered with Car Order form, two keys, its original book pack, and Swedish registration papers, '135' represents a wonderful opportunity to acquire one of the rarest, most exciting and sought after Porsches of modern times.

€250,000 - 350,000



1969 PORSCHE 912 TARGA 'SOFT WINDOW' LWB

Chassis no. 129010445

Engine no. 4095152

- Single family ownership from new until 2014
- Ultra rare 'soft window' model on the long-wheelbase chassis
- Never restored or repainted
- Highly original



Although widely acclaimed, Porsche's 911 sports car was necessarily expensive, a shortcoming that the factory addressed by offering the 912 which, though outwardly identical, was powered by the preceding Type 356's 1.6-litre four-cylinder engine.

A 'modern classic' if ever there was one, Porsche's long-running 911 had arrived in 1964, replacing the 356 and providing the Stuttgart manufacturer with a product worthy of comparison with the finest sports cars from Britain and Italy. The 356's rear-engined layout was retained, but the 911 switched to unitary construction for the body/chassis and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, the 911's single-overhead-camshaft, air-cooled, 'flat six' displaced 1,991cc and produced 130bhp. As installed in the 912, the 356's 1.6-litre engine produced 90bhp, some 40 horsepower less than the 911's six, but this deficit was offset by significantly reduced weight, resulting in a better balanced car with greatly improved road manners.

The 911 gearbox was used, offering a choice of four or five speeds. Despite being down on power, the 912 had a respectable top speed of 119mph, while the UK list price of £2,467 undercut the 911's by around 16 percent. A little over 30,000 examples were produced at Karmann's works (Porsche's was fully occupied with the 911) between 1965 and 1968, and today the 912 is a relative rarity when compared with its better known sibling.

This rare Porsche 912 Targa Coupé sold new in August 1969 by Century Motors in Alhambra, California, the famous local Porsche and Volkswagen dealer. Its first owner was Arthur Acevedo, who was the proprietor of A&M Sash & Doors in El Monte, California. Registered in the name of his company, A&M - 'A' standing for Arthur and 'M' for his wife, Mary - the Porsche was their Sunday driver.

Registration and insurance files show that the car stayed in Arthur Acevedo's ownership from 1969 until 1991. In 1991 Arthur died, and the car was registered in the name of Randall Acevedo, another family member, who was a dentist resident in Lake Tahoe, Nevada. From 1991, the Porsche was registered in Nevada; again used only as a Sunday driver, it remained with Randall Acevedo until his death in 2014.





Monique Acevedo, Randall's widow, is Dutch and had connections with Geevers Classic Cars in the Netherlands. Bought by Geevers and brought to Europe, the Porsche was acquired for the vendor's private collection towards the end of 2014. Never restored or repainted, it is believed 100% original apart from the EU headlamps. The original US headlamps are included in the sale together with the original tool kit; original set of seven keys and Porsche key wallet; original owner's manual; original service booklet (stamped by Century Motors); original dealer locator; original Blaupunkt certificate and manual; and a set of two keys for the Hirschmann aerial. Accompanying documentation consists of a State of Nevada Certificate of Title; Porsche Certificate of Authenticity; sundry invoices and service records; Car Approval Report by Gert Beets; Stace Porsche invoice (2016); and all insurance and registration documents from 1969 to 2013.

It is believed that only 26 Porsche 912s on the long wheelbase chassis were delivered with the Targa's original 'soft' (plastic) rear window. For the 1969 model year, when the LWB chassis was introduced, a glass window was standard, the soft window being available only to special order.

€80,000 - 120,000



37

1972 BMW 2002 CABRIOLET

Coachwork by Baur

Chassis no. 2795174

- *Iconic BMW cabriolet*
- *Rare and desirable Baur version of the 2002 model*
- *Delivered new to Germany*
- *Extensively restored*





The foundation of BMW's post-war resurgence was the Neue Klasse four-door 1500 saloon and its derivatives, the company capitalising on their success with the launch of a revised two-door range in 1966. Like the earlier cars, the new 1600 (later 1602) featured unitary construction, all-independent suspension and front disc brakes. All variants came with the Munich firm's dependable, single-overhead-camshaft, 1,573cc, four-cylinder M10 engine under the bonnet, which despite its humble origins would go on to form the basis of a turbo-charged 1,000-horsepower Grand Prix unit and Formula 1 World Championship winner. A two-door car, the 1602 was less expensive than the four-door saloon on which it was based. The model made its debut at the Geneva Auto Show in March 1966 as the '1600-2' and remained in production until 1975. As installed in the 1602, the M10 engine produced 85bhp, which was good enough for a top speed of around 100mph, with 60mph attainable in 12 seconds.

Demands for increased power, not least from the firm's US importer, Max Hoffman, led to the introduction of the 2002 in 1968. BMW's director of product planning, Helmut Werner Bönsch, and Alex von Falkenhausen, the M10's designer, had already had 2.0-litre engines installed in their personal 1602s, and proposed to BMW that the company should build a production model along similar lines. Enter the 2002. The larger, 1,990cc engine produced 100bhp at 5,500rpm in single-carburettor configuration and 120bhp on twin Webers when installed in the 2002Ti.

Models available on the 2002 platform comprised a two-door saloon, three-door Touring estate car, and a Cabriolet, the latter with coachwork by BMW's long-term collaborators Karosserie Baur of Stuttgart. An immense commercial success for the German manufacturer, some 349,000 BMW 2002s of all types had been sold by the time production ceased in 1976.

This rare BMW 2002 Cabriolet comes with its original kraftfahrzeugbrief recording four owners up to 1981. It is believed that the car moved to Belgium shortly after the last German owner listed, Mr. Frank Oeffner of Hamburg, acquired it in 1981. The car was owned by Mr Marco Cutaia until some years ago when it was purchased by the current vendor, who completely restored it shortly after acquisition. This most extensive restoration, photographs of which are on file, included fully dismantling the car; overhauling the engine, gearbox, and brakes; installing a new wiring harness; renewing the interior, soft-top and Targa roof; and overhauling or renewing the alternator, starter, water pump, etc as necessary. Finished in very attractive dark green livery, and ready to be driven, this beautiful BMW 2002 Cabriolet is only offered for sale because the owner does not have sufficient time to enjoy it.

€30,000 - 40,000



38

1970 MERCEDES-BENZ 280 SE 3.5 COUPE

Chassis no. 111026-12-001948

Engine no. 116980-12-1552

- *Top of the line model*
- *Automatic transmission*
- *Beautifully presented*





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

The 3.5-litre version of the 280 SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s, when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Thus the ultra-luxurious 280 SE coupé/cabriolet and 300 SEL saloon were chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in 1969. An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition. Thus equipped, the Coupé/Cabriolet was good for 205km/h (127mph) with 100km/h (62mph) reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures. Although the equivalent SEL saloon used the 'New Generation' bodysell, the Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220 SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmission, air conditioning, power windows and stereo radio as standard.

Significantly, the 280 SE 3.5 was to be the final model to feature this long-established and much admired body style, and today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.

One of only 4,502 Coupé and Convertible examples produced, this most elegant Mercedes-Benz, the top-of-the line 280 SE 3.5 V8 Coupe, was originally delivered to the United States. It was bought by the present UK-based owner for his impressive private collection in France in 2010, and since then has seen only very limited use while being maintained by his personal mechanic.

Beautifully finished in a most attractive colour combination of dark aubergine metallic, with a contrasting rose-metallic roof and sumptuous tan leather interior, this stunning Mercedes-Benz comes with the very desirable options of automatic transmission (dashboard mounted), air conditioning, and electric tinted windows all round, as well as the aforementioned leather interior. An older restoration, the car still presents very well and the odometer reading is currently circa 61,000 miles (not guaranteed). It is reported that the previous owner had kept the car for some eight years, hence this stunning Coupé has been enjoyed by only two owners in the last 14 years.

€90,000 - 130,000



1961 PORSCHE 356B T5 1600 SUPER CABRIOLET

Coachwork by Reutter

Chassis no. 154828

Engine no. 605088

- *Delivered new to the USA*
- *Matching numbers*
- *Restored condition*
- *Registered on historic (H) plates in Germany*



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

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

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. Convertible D production transferred to d'Ieteren, of Brussels.

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.

Chassis number '154828' is a matching numbers example that was produced in March 1961 and delivered to Hoffman Motors in New York, USA finished in Ivory White with black leather interior. In 2013, the Porsche was offered for sale in California, USA and sold to a new owner in the UK where it was registered with the age-related number '262 UYE'. It was then completely restored by Antennae Car Restorations Ltd of London SW8, both mechanically and cosmetically, including the interior and soft-top.





In 2014, '154828' was purchased by the current Germany-based vendor. Since then the owner has spent another €40,000 with specialists Sportwagen Service Hamburg GmbH. Invoices for the following works are on file: overhaul of the electric system including new headlights and new rear lights; overhaul of the instruments and changing the speedometer from miles to km/h; new windscreen wiper mechanism; new battery; renewal of the heating system; brake overhaul; bodywork refurbishment including new under-body wax; and fitting new seals to the gearbox and engine, etc.

These works were finished early in 2016 when the car passed the stringent German TÜV inspection. It is now registered with Historic (H) German registration papers. An accompanying specialist report dated 28th December 2015 states that the car is in 'Condition 2' (good) throughout. This superb 356B Cabriolet is offered with the aforementioned invoices, German Historic registration papers, German TÜV, and the aforementioned specialist report. The car also comes complete with radio and spare wheel.

€130,000 - 160,000



1973 MASERATI MERAK 3000 COUPÉ

Coachwork by Ital Design

Chassis no. AM122 0526

Engine no. AM122 0526

- *Avantgarde coachwork by Ital Design*
- *Believed five owners from new*
- *Conservatively restored in Modena circa 2013*
- *Registered in Italy*



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 version of the Maserati-built four-cam V6 that had debuted in the Citroën SM. 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, Citroën's quirky instrumentation, though this applied to left-hand drive cars only, right-hand drive examples using the more conventional fascia of the Bora, which was later adopted for all variants.

Derived from a V8 engine designed by the great Giulio Alfieri, Maserati's V6 was increased in capacity from the SM's 2,675cc to 2,965cc for the Merak and developed 190bhp, which was good enough for a top speed of around 240km/h (150mph). The unitary construction chassis, all-independent suspension, and impeccable handling remained basically as the V8-engined Bora's, though to reduce costs the latter's tubular rear sub-frame was replaced by an extension of the all-steel monocoque. In addition, the Merak offered the convenience of '+2' seating in the rear and superior all-round vision thanks to its distinctive rear 'flying buttresses'.





Competition from Ferrari's new Dino V8 prompted the introduction of a more powerful version - the Merak SS with 220bhp engine and revised interior - for 1975, ZF transmission being adopted shortly thereafter. By this time Maserati had been sold to Alessandro De Tomaso, and in 1976 all the remaining Citroën components were phased out, the high-pressure hydraulic brakes being replaced with a conventional servo-assisted system. At De Tomaso's instigation a 2.0-litre version - the Merak 2000 GT - was introduced to take advantage of Italy's taxation rates for vehicles displacing less than 2,000cc.

Widely recognised as one of the finest, if not the finest, of contemporary V6s, the Merak engine proved smooth, powerful and capable of delivering its urge over a surprisingly wide range for such a high performance engine. Like any true thoroughbred, the Merak possessed handling commensurate with its breathtaking acceleration and 150mph maximum speed. 'Performance and handling are the raison d'être of a mid-engined sportscar, and the Merak's astounding cornering power is a match for its straight-line punch,' observed *Motor* magazine.

The most successful Maserati of its day, the Merak ceased production in 1983 after 1,832 had been built, the approximate split being 1,000 SS models, 200 2000 GTs and 600-or-so of the original version. According to Maserati Classiche, this stunning and rare Merak 3000 left the factory on 5th September 1973 and was sold to its first owner in Bologna, not far from its birthplace in Modena. Chassis number '0526' is believed to have had some five owners from new, all resident in Italy.

The car was treated to a conservative restoration by specialists in Modena circa 2013, when the body was repainted in the stunning original colour - 'Oro Longchamps' - and the engine serviced. The interior has been expertly re-trimmed in black leather, a welcome and longer lasting alternative to the original dark grey velvet, while the brakes were overhauled only some six months ago. Offered from an impressive stable of Italian supercars, this beautiful Merak comes with Italian registration documents and is worthy of the closest inspection.

€75,000 - 85,000



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GENERAL CONDITIONS

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

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

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

DEFINITIONS OF THE WORDS AND EXPRESSIONS USED IN THE GENERAL CONDITIONS

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

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

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

CONDITION OF LOTS

- Bonhams advises bidders to carefully examine the Lots on which they are interested in bidding prior to the auction. “Condition reports” on the condition of Lots are available on request from the relevant department.
- All information on the condition of a Lot in catalogue descriptions or **“condition reports”**, as well as any oral declaration, is the expression of an opinion only. References in the catalogue description or condition reports regarding the condition of a Lot and its restoration or accident history, are given in order to draw the Buyers attention to these points.
- The condition of a Lot may vary between the time it is described in the catalogue and the time it is put on sale. Any material variation shall be announced at the time of sale.

AUCTIONS

- Any party wishing to bid before the sale must fill in a Bonhams bidder registration form. They must also present an official piece of identification, and address confirmation. The duly completed form, signed and dated, will be submitted to Bonhams before the sale commences, and a registration number will be assigned to each potential bidder.
- All bidders will be considered and assumed to be acting on their own behalf unless, before the sale, it has been expressly brought to the attention of Bonhams, in writing, that they are acting on behalf of a third party, and this third party has been approved by Bonhams. In this event both parties will be deemed by Bonhams jointly liable.
- Anyone who bids at the auction is understood to have read and accepted the conditions of sale.
- The sale shall take place in Dutch, which is the official legal language of the sale.
- Auctions are held in Euros. Conversions to different currencies displayed on an electronic board may be slightly different from the legal rate. Bonhams rejects any liability in the event of any malfunction or incorrect display. Only the amount of the last bid, as expressed by the auctioneer, must be taken into account.
- Bonhams reserves the right, at its entire discretion, to refuse participation in its auctions to any person.

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

- If a reserve price has been fixed, the authorised auctioneer reserves the right to make bids on behalf of the vendor until the reserve price is reached.
- Bonhams may not be held liable in the event of sale of a Lot for which no reserve price has been established for a sum lower than that estimated.
- Bidding will be at the entire discretion of the auctioneer.

ABSENTEE BIDS

- Bonhams gives potential Buyers not attending the sale the option of making a telephone or absentee bid. For this purpose, forms are available on site and appended to the catalogue.
- Bonhams will not be liable for a failure or error in the execution of an absentee bid request. This option is merely a service provided free of charge to the potential Buyer.
- Where two identical absentee bids are received, the first bid received will take precedence.
- Bonhams will not be liable if the telephone connection fails for technical reasons, or an error or omission is made when executing your bid.

INCIDENTS AFFECTING THE SALE

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

SALE

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

- If the reserve price has not been met, the Lot will be finalised by the strike of a Hammer.

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

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

PAYMENT

- In addition to the Hammer price the Buyer agrees to pay Bonhams:

- A Buyer's Premium of 15% of the Hammer Price on each vehicle together with VAT at the standard rate.

- Additional costs or special taxes may be owed on certain Lots, on top of usual fees and taxes. This will be indicated in the sale catalogue or by an announcement made at the time of sale by the auctioneer.

- The Buyer must immediately pay the total purchase price, comprising the sale price and applicable fees and taxes.

- Bonhams reserves the right to retain Lots sold until full payment and effective encashment of the sales price, plus applicable fees and taxes.

- Payment may be made in cash up to a maximum of €3,000; by debit card subject to a surcharge of 3% on the total, if not issued by a Belgium bank; by credit card, subject to a surcharge of 3% on the total, and by bank transfers in euros. (See also Important Information For Buyers and Sellers).

SYMBOLS BESIDE LOT NUMBERS:

† VAT at the prevailing rate on Hammer Price and Buyer's Premium

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

* VAT on imported items at a preferential rate of 6% on Hammer Price and the prevailing rate on Buyer's Premium

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

COLLECTORS CARS

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

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

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

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

EXPORTING LOTS

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

EXPORT LICENCE

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

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LAW AND JURISDICTION 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).

SYMBOLLEN NAAST DE KAVELNUMMERS:

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

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 opVATngn 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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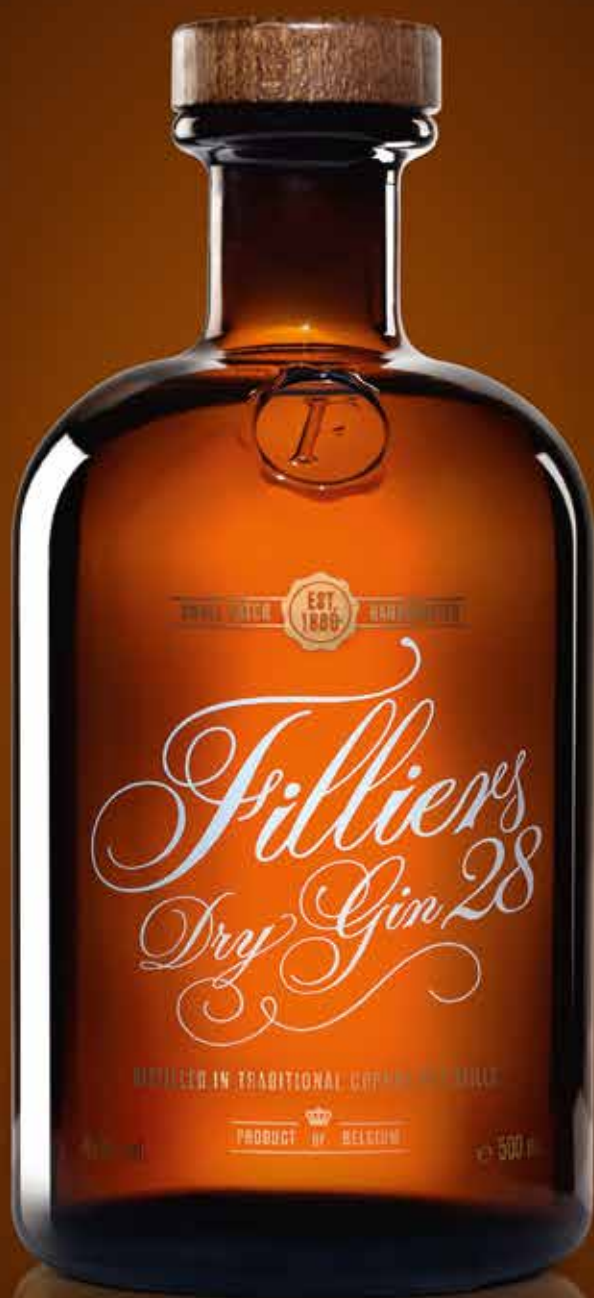
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MOTOR CAR INDEX

Lot no.	Year	Model
33	1937	AC 16/80hp 'Short Chassis' Competition Sports
15	1957	Alfa Romeo 1900C Super Sprint Coupé
24	1963	APAL-Porsche 1600GT Coupé
14	1974	Aston Martin V8 Series 3 Sports Saloon
11	1969	Austin Mini Cooper S Mark II Historic Rally Car
30	1956	Austin-Healey 100/4 BN2 Roadster
9	1966	Autobianchi Bianchina Panoramica
7		Bentley 4½-Litre Blower' Child's Car
37	1972	BMW 2002 Baur Cabriolet
16	1972	BMW 3.0 CSI Coupé
8		Cisitalia D46 Half-scale Child's Car
32	1964	Citroën DS 19 Décapotable
20	2003	Ferrari 575M Maranello Manual Coupé
23	1966	Lamborghini 350 GT Coupé
18	1962	Maserati 3500 GTI Coupé
34	1963	Maserati Sebring 'Series I' Coupé
40	1973	Maserati Merak 3000 Coupé
22	1969	Mercedes-Benz 280 SE Cabriolet
26	1969	Mercedes-Benz 280 SL 5-Speed ZF Convertible with Hardtop
38	1970	Mercedes-Benz 280 SE 3.5 Coupe
10	1985	Mercedes-Benz 190E 2.3-16 Sports Saloon
28	1955	Porsche 356 'Pre-A' 1600 Speedster
39	1961	Porsche 356B T5 1600 Super Cabriolet
36	1969	Porsche 912 Targa 'Soft Window' LWB
31	1976	Porsche 911 Carrera 2.7-Litre MFI 'Sondermodell' Coupé
17	1981	Porsche 911SC 3.0-Litre Sunroof Coupé
25	1981	Porsche 924 Carrera GT Coupé
27	1987	Porsche 928 'Prototype' Club Sport Coupé
19	1989	Porsche 911 Carrera 3.2 Targa Rijkspolitie 'ALEX 12.24'
21	1989	Porsche 911 Turbo Type 930 Targa 5-speed
12	1992	Porsche 968 Club Sport Coupé
35	2016	Porsche 911 R Type 991 Coupé
29	1955	Swallow Doretti Roadster



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LOT 21

1989 PORSCHE 911 TURBO TYPE 930 TARGA 5-SPEED



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