

THE SPA-CLASSIC SALE

Sunday 21 May 2017

Spa-Francorchamps Motor Circuit

Belgium



Bonhams



LOT 48

Ex-Philip Verellen, Belgian Procar Championship-winning

1989 AUDI V8 QUATTRO BELGA PROCAR COMPETITION SALOON



LOT 47

Ex-Philip Verellen, 1986 'Belga Stuurwiel' winner

1986 BMW 325I JUMA BELGA GROUP N COMPETITION COUPE



It gives me very great pleasure to introduce this fourth auction sale to you during the Spa Classic 2017.

As you will know the third edition two years ago was a resounding success and we are delighted to be associated with this ever growing event. We have sourced an exciting and varied selection, starting with a collection of mainly Ferrari books and models, a private 'Castle Find' collection of 12 cars offered at no reserve, an ex-Michael Schumacher F1 Grand Prix winner and various other quality motor cars. Whether you are an experienced bidder wishing to enhance your collection or a first time buyer, I am confident that we offer something that will appeal to you.

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

C'est avec le plus grand plaisir que je vous annonce cette quatrième vente aux enchères lors du Spa Classic 2017.

Comme vous avez pu le découvrir, la troisième édition il y a deux ans fut un grand succès et nous sommes ravis d'être associé à un événement qui prend de l'envergure d'année en année. Nous avons rassemblé une fantastique sélection fort variée en commençant avec une collection composée principalement de livres et modèles Ferrari, une collection 'Sortie de Château', une Formule 1 ex-Michael Schumacher et gagnante d'un Grand Prix ainsi qu'une sélection de différentes automobiles de collection et surtout de qualité. Que vous soyez un enchérisseur averti souhaitant agrandir sa collection ou un premier acquéreur, je suis persuadé que l'événement et la vente que nous vous proposons saura vous séduire.

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

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





THE SPA-CLASSIC SALE

Collectors' Motor Cars
Sunday 21 May 2017
Spa-Francorchamps Motor Circuit, Belgium

Automobiles d'exception
Dimanche 21 mai 2017
Circuit de Spa-Francorchamps, Belgique

Under the jurisdiction of
Mes Chabot-Tilkin-Bovy
Bailliffs in Liege.

Bonhams 1793 Ltd
4 Rue de la Paix
75002 Paris
France

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

Belgian registration number
841074627

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

Viewing

Friday 19 May from 14:00 to 18:00
Saturday 20 May from 9:00 to 18:00
Sunday 21 May from 9:00

Auction date & start times

Sunday 21 May 2017, 13:00

Contact details during the sale period

From Friday 19 May to
Sunday 21 May
+33 (0)1 42 61 10 11
+33 (0)8 97 50 10 08 fax

Buyer's Premium

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

This applies to each lot purchased and is subject to TVA. Some lots may be subject to TVA on the hammer price as well as the premium.

These lots will be marked with an omega sign (Ω) in relation to temporary imported items or a dagger sign (\dagger) in relation to TVA charged by a business.

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

Important

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

Catalogue: €40 + P&P

Sale Number: 24132

Sous la juridiction de

Mes Chabot-Tilkin-Bovy
Huissiers à Liège.

Bonhams 1793 Ltd
4 Rue de la Paix
75002 Paris
France

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

Belgique numéro d'entreprise :
841074627

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

Vente aux enchères

Dimanche 21 mai 2017, 13h

Exposition publique

Vendredi 19 mai de 14h à 18h
Samedi 20 mai de 9h à 18h
Dimanche 21 mai à partir de 9h

Informations et téléphones pendant l'événement

Du vendredi 19 mai au
dimanche 21 mai
+33 (0)1 42 61 10 11
+33 (0)8 97 50 10 08 fax

Frais d'adjudication

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

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

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

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

Important

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

Catalogue: €40 + envoi

Numéro de la vente: 24132

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,
Caroline Oliphant, Shahin Virani,
Edward Wilkinson, Leslie Wright.



Informations Importantes Aux Acheteurs

Conditions de vente

Les rapports entre Bonhams et les acheteurs sont soumis aux conditions générales imprimées à la fin de ce catalogue. La vente se déroulera en anglais qui est la langue qui fait autorité d'un point de vue juridique. Les lots sont décrits en langue anglaise.

Enchères

Les enchères peuvent être portées directement dans la salle par un enchérisseur dûment enregistré mais également au moyen d'un ordre d'achat ou par téléphone. Bonhams se réserve le droit, à son entière discrétion et par l'intermédiaire du commissaire-priseur habilité, de refuser à toute personne la participation aux enchères. Les enchères seront closes lorsque le commissaire-priseur aura simultanément donné un coup de marteau et prononcé le mot 'adjudgé'. Toute personne désireuse d'enchérir sera tenue avant la vente de remplir auprès de Bonhams un formulaire d'enregistrement. Elle remettra à Bonhams une pièce d'identité ainsi que ses références bancaires. Le formulaire dûment rempli, signé et daté sera remis à Bonhams avant que la vente ne commence et un numéro d'enregistrement sera affecté à chaque enchérisseur potentiel.

Estimations

Les estimations fournies par Bonhams le sont à titre indicatif et ne peuvent être considérées comme une quelconque garantie d'adjudication. Elles n'incluent ni les frais d'adjudication à la charge de l'acheteur, ni les taxes supplémentaires.

La conversion des estimations dans une monnaie autre que l'euro a pu être arrondi et le taux de change utilisé a pu changer depuis la préparation du catalogue. Certains lots portent la mention 'estimation sur demande', pour cela il convient de contacter une personne du département concerné.

Exposition publique

L'exposition avant la vente est ouverte au public. Cependant, des horaires particuliers d'entrée libre indiqués au début du catalogue peuvent s'appliquer aux ventes hors du lieu habituel de vente. Pour des raisons de sécurité, l'accès aux motos et aux automobiles de collection peut être limité. Lors de l'exposition, les spécialistes sont à la disposition du public pour tout renseignement ou informations. Sur demande, ils peuvent établir des « conditions reports » sur l'état des lots présentés.

Frais d'adjudication à la charge de l'acheteur

Il est également rappelé aux acheteurs qu'une prime d'achat de 15% HT est payable sur chaque lot de véhicule dans la vente.

Il est rappelé aux acheteurs que pour les lots d'automobilia une prime d'achat de 25% HT est d'application sur les premiers €50,000 au marteau, 20% HT entre €50,001 et €1,000,000 au marteau et 12% HT sur la différence au dessus. La TVA au taux normal est prélevée sur les frais acheteurs par tous les acheteurs.

Certificat d'exportation

Afin de contrôler la circulation des biens culturels, la loi n°92-1477 du 31 décembre 1992 (modifiée par celle du 10 juillet 2000) soumet les exportations hors du territoire français à des modalités particulières, applicables aux biens dont l'ancienneté et la valeur dépassent certains seuils. Le certificat d'exportation est un simple document administratif qui n'apporte aucune garantie d'authenticité du bien qu'il permet d'exporter. La demande de certificat pour un bien culturel en vue de sa libre circulation hors du territoire français ou de tous autres documents administratifs n'affecte pas l'obligation de paiement incombant à l'acheteur.

Lots hors catalogue

Certains lots ont pu être ajoutés à la vente sans être inclus dans le catalogue. Une liste supplémentaire est, dans le cas échéant, à la disposition du public.

Mise à prix

La mise à prix est le point de départ des enchères, le plus souvent inférieur à l'estimation basse. Elle est fixée à l'entière discrétion du commissaire-priseur habilité. Il n'y a pas de lien entre la mise à prix et le prix de réserve.

Ordre d'achat

Bonhams offre la possibilité aux enchérisseurs ne pouvant ou ne voulant pas assister à la vente d'enchérir par l'intermédiaire d'un ordre écrit ou par téléphone (formulaires annexés au catalogue). L'ordre d'achat est un mandat permettant d'acheter aux meilleures conditions pour le donneur d'ordre.

Paiement

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

Le paiement peut être effectué:

– **Par virement en euros sur un compte au nom de l'acheteur** (tous frais au donneur d'ordre).

Nous recommandons ce mode de paiement par transfert bancaire:

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

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

– En espèces en Euros

• un montant maximum de 1 000 € par acheteur sera accepté.

– Par cartes bancaires VISA/MASTERCARD

(Frais de 3% sur le montant de la facture pour les cartes étrangères).

– Par chèque

Bonhams accepte seulement des chèques en euros, émis d'un compte belge. Veuillez les faire parvenir au Bureau de Paris: Bonhams France SAS, 4 rue de la Paix, 75002 Paris.

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

Les lots ne seront délivrés qu'après encaissement effectif des paiements.

Les factures seront envoyées par fax et email au choix du client ainsi que par courrier le lendemain de la vente.

Prix de réserve

Le prix de réserve correspond au prix minimum confidentiel au-dessous duquel le lot ne sera pas vendu. Conformément à l'article L 321-11 alinéa 2 du Code de Commerce, il ne peut être supérieur à la fourchette basse de l'estimation indiquée au catalogue. Certains lots peuvent être proposés sans prix de réserve et seront signalés par la mention « sans réserve ».

TVA

En règle générale, Bonhams soumettra la vente des lots à TVA selon le régime de la marge.

Lorsque le bien vendu doit être exporté vers un pays tiers à l'Union Européenne, l'acheteur doit le signaler au commissaire-priseur habilité auprès de Bonhams dès que le bien lui a été adjudgé.

Si l'acheteur ne confie pas à Bonhams les formalités d'exportation, il devra verser le montant de la TVA à Bonhams au moment où ce dernier lui remettra le bordereau de vente. Le montant sera restitué à l'acheteur lorsque ce dernier aura fait parvenir à Bonhams l'exemplaire EX1 d'exportation visé par la douane du point de sortie dans le délai d'un mois à compter de la date du bordereau de vente.

Lorsque l'acheteur est identifié à la TVA dans un autre état membre de l'Union Européenne, la vente est exonérée de TVA que si l'acheteur le demande et si Bonhams détient des justificatifs suffisants de l'expédition du bien vendu de France vers l'autre état membre.

Bonhams décline toute responsabilité sur les conséquences juridiques et fiscales d'une fausse déclaration de l'acheteur.



Important Information For Buyers

The text below is a complimentary translation of the 'Informations Importantes Aux Acheteurs' in French. If there is a difference between the English version and the French version, the French version will take precedence.

Conditions of sale

The relationship between Bonhams and the buyer is subject to the general terms and conditions printed at the back of this catalogue. The auction will be conducted in French; this language has authority from a legal viewpoint. Lots shall be described in French. Translation of these descriptions into English is given for information purposes only. In the case of any dispute, only the description of lots in French will be taken into account.

Bids

Bids may be placed in person in the saleroom by bidders who have been duly registered, but also through an absentee bid or by telephone bid. Bonhams reserves the right, at its discretion and through an authorised auctioneer, to refuse to allow any person to participate in auctions. Bidding will close at the moment when the auctioneer's hammer falls and they pronounce the word "adjudgé" (sold). Any person wishing to place a bid will be required to complete a Bonhams registration form before the auction. This person will provide Bonhams with proof of identity and their bank references. Once the form is duly completed, signed and dated, it will be given/sent to Bonhams before the auction begins and a registration number will be issued to each potential bidder.

Estimates

Estimates provided by Bonhams are for information purposes only and must in no way be considered an auction guarantee. Estimates do not include auction costs payable by the buyer, or additional taxes. Conversion of estimates into currencies other than Euros may have been rounded up and the exchange rate may have changed since the catalogue was prepared. Certain lots are marked "estimate on request," please contact someone in the relevant department regarding these items.

Public viewing

The pre-sale viewing is open to the public. However, specific free entry times printed at the beginning of the catalogue may apply to auctions outside the normal auction venue. For safety reasons access to collector's cars may be limited. At the viewing, specialists are available to the public for any enquiries or information. Upon request they may also draw up "condition reports" on the condition of the lots presented.

Buyer's premium

Buyers are reminded that a 15% Buyers Premium is payable on the final Hammer Price of each Vehicle in the sale. Buyers are reminded that for Automobilia a 25% Buyers Premium is payable on the first €50,000 of the hammer price, 20% from €50,001 to €1,000,000 of the hammer price and 12% on the balance thereafter. TVA at the standard rate is payable on the Buyers Premium by all Buyers.

Export licence

In order to control the circulation of cultural objects, law number 92-1477 of 31 December 1992 (modified by the law of 10 July 2000) subjects exports outside French territory to specific procedures, applicable to objects whose age and value exceed certain thresholds. The export certificate is purely an administrative document which gives no guarantee of the authenticity of the object it authorises for export. The request for certification of a cultural object with a view to its free movement outside French territory, or for any other administrative documents, does not affect the liability for payment which rests with the buyer

Lots not included in the catalogue

Certain lots may be added to the auction without being listed in the catalogue. An additional list shall be made available to the public where necessary.

Starting price

The starting price is the starting point for auctions and it is usually below the low estimate. It is fixed at the complete discretion of the authorised auctioneer. There is no link between the starting price and the reserve price.

Bidding orders

Bonhams offers the possibility to bidders who cannot or do not wish to attend the sale of bidding through an absentee bid or by telephone (forms in the appendix of the catalogue). Bonhams will execute the bids as cheaply as possible on your behalf.

Payment

The buyer must immediately pay the total purchase price including the hammer price and the applicable costs and taxes.

The payment may be made:

- By transfer in Euros on an account in the name of the buyer (all costs to be paid by the issuer). To the following account

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

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

- In cash in Euros

- The maximum amount of cash accepted from a buyer is 1,000 euros.

- By VISA/MASTERCARD bank cards

A surcharge of 3% will be made on the total invoice amount for all payments by credit card and debit card issued outside France.

- By cheque

Bonhams can only accept cheques in euros, drawn on a Belgian bank account.

Purchases will only be released when payment is received in our account and the funds have been cleared.

Please note international money laundering regulations prevent us from taking payment from any person other than the one named on the invoice.

Lots shall only be delivered after receipt of cleared funds.

All invoices will be sent by fax and email where possible, and also by post on the day after the sale.

Reserve price

The reserve price is the confidential minimum price below which the lot shall not be sold. In accordance with article L 321-1-1, paragraph 2 of the Commercial Code, it cannot be above the minimum of the estimate indicated in the catalogue. Certain lots may be put forward without reserve and they shall be marked "without reserve".

TVA

As a general rule, Bonhams will submit the sale of lots to TVA depending on the margin scheme.

If the lot sold is exported to a country outside the E.U., the owner must notify the auctioneer as soon as the lot is sold.

If the buyer does not entrust the export formalities to Bonhams, he must pay the TVA amount due by Bonhams at the moment where the company presents him with the invoice. The amount will be returned to the buyer once he has provided Bonhams with a copy of the EX1 export document stamped by the customs within a month starting from the date indicated on the invoice.

When the buyer is TVA - registered with a country that is another member of the EU, the sale can only be exempted from TVA if the buyer requests it, and if Bonhams holds sufficient documentary evidence regarding the dispatch of the good sold from France to the other member-country.

Bonhams takes no responsibility for the juridical and legal consequences of a buyer's false declaration.



Notice Collections, transport and storage

Purchases will only be released when cleared funds are received.

All vehicles must be collected from the Spa Francorchamps Circuit by 12 noon on Monday 22 May 2017, after the payment of funds or upon the presentation of the receipt of payment to the sale representatives.

Customers must however notify Valérie Simonet no later than 6pm on Sunday 21 May if they will be collecting their vehicle by 12 noon on Monday 22 May.

Valérie Simonet can be contacted by email or on her mobile:
valerie.simonet@bonhams.com +33 (0)6 62 50 40 44

In the absence of customer instructions, all vehicles will be removed to a temporary storage facility, on Monday 22 May, close to the Circuit at your expense and at your own risk.

The uplift and storage costs are outlined on this page.

It is therefore very important you contact us by 6pm on Sunday 21 May, if you intend to collect your vehicle 12noon on Monday 22 May.

It is strongly advisable that you make contingency arrangements regarding collection in advance of the sale.

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

Payment must be arranged direct with transporters.

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

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

Administration and uplift from the Circuit:

€400 + TVA per motor car

Storage charges from Tuesday 23 May 2017:

€35 + TVA per motor car per day

Important Notice:

The storage facility in Belgium will remain operational until Sunday 18 June 2017.

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:

€800+Tva per Motor Car plus storage.

Transport and Shipping

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

CARS Europe

Contact: Hayley Painter

+44 (0) 1284 850 760

+44 (0) 1284 852 507 fax

Email: hayley@carseurope.net

Internet: www.carseurope.net

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

Customs

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

Insurance after sale

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

Avis Delivrance, transport et gardiennage des lots

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

Tous les véhicules devront être retirés au Circuit de Spa Francorchamps lundi 22 mai 2017 impérativement avant 12h00, après encaissement des fonds ou sur présentation d'un justificatif de paiement validé par les responsables de la vente.

Les clients devront informer Valérie Simonet dimanche 21 mai avant 18h, s'ils viennent retirer leur véhicule lundi 22 mai avant 12h.

Valérie Simonet pourra être contactée par email ou sur son mobile :
valerie.simonet@bonhams.com +33 (0)6 62 50 40 44

En l'absence d'instructions des clients, tous les véhicules seront déplacés temporairement lundi 22 mai dans un garage près du circuit à vos frais et à vos risques.

Les frais de transfert et de gardiennage sont détaillés sur cette page. Il est toutefois très important que vous nous contactiez avant 18h dimanche 21 mai, si vous souhaitez retirer votre véhicule lundi 22 mai avant 12h.

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

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

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

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

Frais administratif et d'enlèvement depuis Le Circuit :

€400 + TVA par automobile

Frais de stockage à partir du mardi 23 mai 2017:

€35 + TVA par automobile et par jour

Notice importante:

Les facilités de stockage en Belgique seront possibles jusqu'au dimanche 18 Juin 2017.

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

800€+Tva par voiture plus frais de gardiennage.

Transport et expédition:

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

CARS Europe

Contact: Hayley Painter

+44 (0) 1284 850 760

+44 (0) 1284 852 507 fax

Email: hayley@carseurope.net

Internet: www.carseurope.net

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

Douanes

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

Assurance après la vente

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



Your contacts for this Sale

Vos contacts pour la vente

Contact details during the sale period
From Friday 19 May to Sunday 21 May
Information et téléphones pendant l'évènement
Du vendredi 19 mai au dimanche 21 mai
+33 (0)1 42 61 10 11
+33 (0)8 97 50 10 08 fax

For all correspondence Pour toutes correspondances

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

Motor Car Specialists Spécialistes Automobiles

Philip Kantor
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philip.kantor@bonhams.com

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gregory.tuytens@bonhams.com

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+39 333 564 3610
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+33 (0)6 61 80 15 56
paul.gaucher@bonhams.com

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

Sale Administrators Administrateurs de la vente

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

Maëlle Fontaine
+33 (0) 1 42 61 10 11
+33 (0) 6 66 01 91 03
maelle.fontaine@bonhams.com

Customer Services Service Clients

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

Bids service/ Sale registrations Enchères/ Inscriptions à la vente

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

Buyers/Sellers Accounts Comptabilité acheteurs/vendeurs

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

Press Office Relation Presse

Poppy McKenzie Smith
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Catalogue Subscriptions Abonnement aux catalogues

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helen.grantham@bonhams.com

Transporters Sociétés de transport

Polygon Transport
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Hants SO40 3PB - UK
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+44 (0) 1284 852 507 fax
Email: hayley@carseurope.net
Internet: www.carseurope.net

Acknowledgements Remerciements

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

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

Richard Agostini
Frank Benaim
Andrea Bodmer
Eddie Daepp
Sven Damson/Motor Klassik
Stéphane De Smedt
Johan Dillen
Hans-Jörg Götzl/Motor Klassik
Aude Gourcuff – Peter Auto
David Hawtin
Céline Jehan – Peter Auto
Thomas Kamm
Wolfram Mansky/AvD
Marcel Massini
Doug Nye
Nitesh Patel
Patrick Peter
Quentin Potherat – Peter Auto
Livia Gallone-Moeller
Koen Samson
Hans Schede
Katharina Schmid
Showcase SVS (Chris Bailey)
Pierre-Alain Thibaut
Gaetan Van Calster
Paul Verellen
Teresa Ybarra

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Peter Singhof: Lot 49, 50, 80 & 85
Daniele Turetta: Lot 44, 72 & 95
Francis Vermeulen: Lot 66



Directions to the Spa Motor Circuit

Accès au Circuit de Spa



Directions to the Spa-Classic Sale

Accès à la vente du Spa-Classic

Pit Buildings 31-39



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

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

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



Important information for Buyers and Sellers

Renseignements Importants pour les Acheteurs et les Vendeurs

GENERAL INFORMATION

Commission bids

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

Payment

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

Bonhams bank details

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

Account name: Bonhams 1793 Ltd - Client

IBAN: BE91 9490 0789 8176
BIC: HSBCBEBB

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

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

Cash accepted up to a limit of €3,000

Buyer's Premium (Notice to Buyer's)

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

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 (important please read)

Collection of vehicles is available by appointment only – whether you intend driving the car away from the Circuit or via vehicle transport company. Bonhams personnel will be on site from Sunday 21 to Monday 22 May. Thereafter, all vehicle collections must be coordinated via our Transport representatives.

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

Their details are listed in the catalogue on page 7.

Damage

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

Nota Bene

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

INFORMATIONS GÉNÉRALES

Enchères sur Commission

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

Paiement

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

Domiciliation:

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

Titulaire: Bonhams 1793 Ltd - Client
IBAN: BE91 9490 0789 8176
BIC: HSBCBEBB

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

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

Les règlements en espèces sont acceptés pour un montant maximum de €3,000.

Frais d'adjudication

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

Enregistrement à la vente

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

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

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

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

Les enchérisseurs sont seulement autorisés à enchérir quand un numéro d'identification leur a été attribué et s'ils sont en possession d'un catalogue de vente, qui contient les conditions de vente.

Les enchérisseurs doivent noter que cette vente est expressément tenue au regard des conditions de vente du catalogue de vente que chaque enchérisseur, en portant une enchère, reconnaît automatiquement que elle ou lui a lu, compris et accepté ces conditions de vente

Assurance après la vente

Il est rappelé aux acheteurs que leurs achats sont sous leur responsabilité dès le tomber du marteau. Il relève de la responsabilité de l'acheteur d'assurer ses lots. S'il ne le faisait pas, Bonhams Assurance ne pourrait être tenu responsable de tous dommages qui pourraient survenir suite au tomber du marteau.

Retrait des automobiles (A lire, important)

Les véhicules pourront être retirés du Circuit sur rendez-vous uniquement que vous ayez l'intention de partir à leur volant ou par l'intermédiaire d'un transporteur. Le personnel de Bonhams sera sur le site du dimanche 21 mai au lundi 22 mai. A partir de cette date, tous les enlèvements de véhicules devront être coordonnés par l'intermédiaire d'un de nos transporteurs.

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

Leurs coordonnées sont mentionnées dans le catalogue en page 2.

Domages

Tout spectateur qui causerait un dommage à un lot en sera tenu légalement responsable.

Nota Bene

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



AUTOMOBILIA: Lots 1 - 25



1
EIGHTEEN ISSUES OF THE 'FERRARI CLUB BELGIO MAGAZINE':
 from N°1 to N°19 (N°11 missing)
 €200 - 300
 No Reserve



2
A SELECTION OF BOOKS
 about Spa Francorchamps and Ferrari some signed (9)
 €400 - 600
 No Reserve



3
A SELECTION OF BOOKS
 about France and French motor sport events and race tracks
 such as the Tour de France, Reims, 24H Le Mans (9)
 €400 - 600
 No Reserve



4
RACB 'ROYAL AUTOMOBILE CLUB DE BELGIQUE' MAGAZINE
 various issues from 1932 onwards (30)
 €600 - 900
 No Reserve





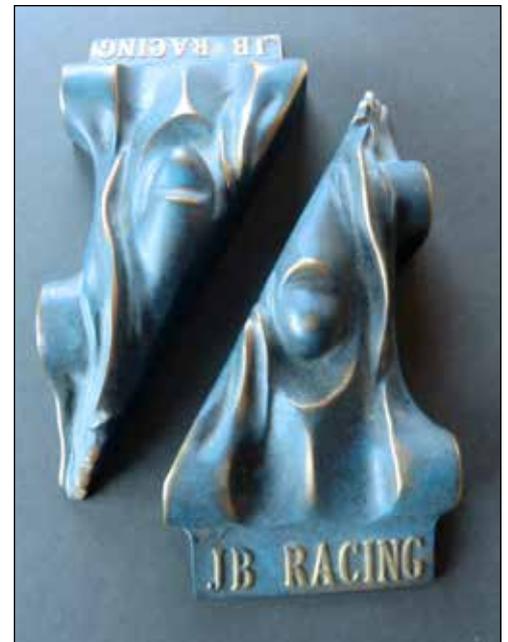
5
A SELECTION OF FERRARI THEMED BOOKS (16)
 €800 - 1,200
 No Reserve



6
CASE '50 ANS GARAGE FRANCORCHAMPS'
 containing a book and 20 photos 30 x 40cm plus a framed
 photomontage showing a 250 LM Ecurie Francorchamps at
 Le Mans in 1968 by P. Dumay & G. Gosselin (83 x 63cm)
 €250 - 350
 No Reserve



7
A REPRODUCTION PRINT: PILETTE 1907 SPA
 framed 126 x 90cm – the print 118 x 82cm
 €600 - 900
 No Reserve



8
**TWO PAPER-WEIGHTS IN BRONZE JB RACING FOR
 JEAN BLATON 'BEURLYS'**
 each 17 x 9 x 3cm high and weighing 1.5kg
 €600 - 900
 No Reserve



9
'SWATERS & ENZO' LITHOGRAPH
 hand signed P. Englebert and J. Swaters
 #41/50 framed 60 x 90, the print 49 x 69cm
 €600 - 900
 No Reserve



10
'PAUL FRÈRE AND ASTON MARTIN DB2' LITHOGRAPH
 framed 90 x 60cm and '250 SWB Engine' Lithograph framed
 90 x 60cm (2)
 €300 - 500
 No Reserve



11
COPPA 'ING. ALFREDO FERRARI' C.1953
 This cup 'Ing. Alfredo Ferrari' had been presented
 after a race in the early 50s. 43cm high.
 €1,500 - 2,000
 No Reserve



12
**FF40 CELEBRATION IN 1992 OF THE 40TH ANNIVERSARY
 OF THE OFFICIAL IMPORTATION OF FERRARI IN BELGIUM
 BY GARAGE FERRARI FRANCORCHAMPS.**
 A rare group of items recalling the event including signed programs,
 menus, lithographs (12)
 €1,200 - 1,800
 No Reserve





14
**PORSCHE 935 'MOBY DICK' AND FERRARI F40
 COMPETIZIONE IMSA**
 Montage et peinture du Maquettiste Michel Stassart.
 1/18 scale (3)
 €400 - 600
 No Reserve



15
THE FERRARI 365GTB/4 'DAYTONA'
 1/18 scale (9)
 €600 - 900
 No Reserve



16
A SELECTION OF VARIOUS PROTOTYPE AND RACING FERRARIS
 including P4, Testarossa, GTO and SWB (20)
 €900 - 1,200
 No Reserve



17
FERRARI MYTHOS BY PININFARINA BY B.N.T. (ITALY)
 scale 1:14
 €800 - 1,200
 No Reserve



18
FERRARI 250 GT CALIFORNIA SPIDER BY HE14 (ITALY)
scale 1:14
€800 - 1,200
No Reserve



19
FERRARI 250 LE MANS STRADALE BY HE14 (ITALY)
scale 1:14
€800 - 1,200
No Reserve



20
FERRARI 275 GTB COUPÉ' BY CARLO BRIANZA (ITALY)
scale 1:14
€800 - 1,200
No Reserve



21
FERRARI 275 GTB/4 NART SPIDER BY CARLO BRIANZA (ITALY)
scale 1:14
€800 - 1,200
No Reserve





22
FERRARI DAYTONA SPIDER BY CARLO BRIANZA (ITALY)
scale 1:14
€800 - 1,200
No Reserve



23
FERRARI SIGN
ca. 1980, 43x83cm
€1,500 - 2,500
No Reserve



24
FERRARI 642 FORMEL 1 BY ALAIN PROST, 1991,
starting number 27, scale 1:5
€1,000 - 1,500
No Reserve



25
FERRARI 641 FORMEL 1 BY ALAIN PROST, 1990,
scale 1:2 L195cm W95cm
€2,000 - 3,000
No Reserve

MOTOR CARS

Lots 30 - 95

Further images of each lot can be found at:
www.bonhams.com/24132





ALFA ROMEO 2300 8C MONZA CHILD'S CAR

- Hand-built by a German enthusiast in 2016-2017
- Scaled-down replica of one of the greatest Grand Prix cars of all time
- 196cc 6.5bhp four-stroke engine
- Unique artefact



The car offered here is a scaled-down replica of one of the greatest Grand Prix cars of all time: The Alfa Romeo 8C Monza. Designed by the legendary Vittorio Jano, the supercharged, eight-cylinder, 2.3-litre 8C first appeared in 1931 in sports car configuration, winning that year's Le Mans race and the Targa Florio. Later that year, the works 8Cs entered by Scuderia Ferrari finished 1st and 2nd in the Grand Prix of Europe at Monza, giving the model its evocative name. Realising that more power would be needed to stay ahead of the opposition, Jano further developed the Monza, enlarging the straight-eight engine to 2,654cc for the successor P2 single-seater.

The P2s dominated the 1932 Grand Prix season but were sidelined for 1933 as a result of Alfa's financial problems. Rescued by the Italian government, the racing programme was back on track in time for the 1934 season but by this time the P2 was facing the more powerful Auto Unions and Mercedes-Benz cars. From then onwards successes were few, Tazio Nuvolari's sensational win in the 1935 German GP at the Nürburgring at the wheel of a P2 being the standout highlight.

Its racing history and the 8C's wonderful design inspired a German enthusiast – passionate about cars from the 1920s and '30s - to build a scale-model of this magnificent automobile. Hand-built over a six-month period during 2016-2017, the result is a wonderful replica of this most famous racing car. Its 196cc single-cylinder four-stroke engine is by Lifan, while other noteworthy features include wood-rim steering wheel, rear disc brake, aluminium bodywork, electric starter, horn, headlamps, and the rear axle from a racing kart.

With a maximum of 6.5bhp available at 3,600rpm, the baby 8C can reach speeds of up to 50km/h, with brisk acceleration and decent braking. Dimensions are 2.95m length, height is about 0.75m and width is about 1.05m. Capable of being driven by adults as well as children, this unique miniature motor car has the potential to be an attention-getting artefact worthy of display in any collector's garage, living room, showroom, or company offices.

€3,000 - 4,000
No Reserve



1957 BMW ISETTA 300 MICROCAR

Chassis no. 514453

- *Iconic 'bubble car'*
- *Delivered new in Germany*
- *Restored in 2015*



Popular during the 1950s and 1960s, the diminutive 'bubble car' or 'cabin scooter' is currently enjoying a revival of interest - not surprisingly given the congested state of today's urban roads. Nowadays though, the Bubble's attraction has just as much to do with fashion as practicality. One of the more successful designs of the cabin scooter's heyday was the BMW Isetta, a design the German firm manufactured under license from its Italian originator Iso. The name means 'little Iso'. Renzo Rivolta's Iso was not selling well in its native Italy, faced with stiff competition from the FIAT 500 and 600, and it would be left to BMW to fully exploit the design's potential.

Although at first glance a three-wheeler, the German-built Isetta used a pair of closely spaced wheels at the rear and was powered by a BMW single-cylinder four-stroke motorcycle engine of 247cc, replacing the original's noisy two-stroke engine. The coachwork of early examples featured a side-hinged single door at the front, roll-top sunroof and fixed side windows, while the steering wheel and dashboard were attached to the door to facilitate entry.

The two-seater Isetta's most popular accessory, understandably so given the limited interior space, was a small luggage rack mounted at the rear. Later (1957-onwards) models incorporated sliding side windows for better ventilation. These improved models displaced 297cc, and the 'big' Isetta 300 was reckoned capable of 65mph (105km/h) and 55mpg (5.1 litres/100km). Approximately 162,000 Isettass had been made by the time production ceased in 1962.

This particular Isetta 300 was supplied new in Germany and has been registered in Romania since 2013 when it was acquired by the current vendor. The car was restored in 2015, but no invoices are available and the car's previous history is not known. The odometer currently displays a total of 97,025 kilometres, though it is not known if this is the distance travelled from new. Finished in green with beige interior, the car is described by the private vendor as in generally good condition and offered with an original owner's manual and repair manual.

€25,000 - 35,000
No Reserve



1988 PORSCHE 944 S COUPE

Chassis no. WPOZZZ94ZHN401998

- *Delivered new to France*
- *Two private owners from new*
- *Very well maintained*
- *'111 points' check report on file*
- *Circa 90,000 kilometres recorded*



Announced in 1981, the 944 was the third of Porsche's new family of front-engined sports cars. The first of the line, the 924, had arrived in November 1975. Six years later, along came its close relative, the 944, which was constructed along similar lines. Beneath the bodywork (50mm wider than the 924's) was a 2.5-litre, 163bhp, overhead-camshaft 'four' - in effect half of the 928's V8 bored out - fitted with twin balancer shafts to counter 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. Subsequent developments included a Turbo, 16-valve 944 S/S2 and a cabriolet. Porsche claimed a maximum power output of 190bhp for the 944 S and a top speed of around 230km/h.

This 944 S was originally ordered by Mr Yvon Cossart, a Marine Officer living in the South of France near Toulon. The 'bon de commande' and the subsequent delivery invoice indicate that the car was ordered in Stone Grey Metallic with a black interior (copies of both documents are on file). Both the original service manual and the Certificate of Authenticity issued by Porsche Import Belgium confirm this data, as well as the following factory options: larger tyres, front and rear stabilisers, leather steering wheel, rear wiper, cloth-trimmed door panels, passenger side mirror, alarm, electric windows, and power steering.

Mr Cossart and his wife enjoyed their Porsche for the next 27 years. The car was meticulously cared for, being regularly serviced by official Porsche dealerships in Toulon, La Garde, and Le Puget (copies of original invoices are on file). The timing belt was last replaced at 87,511 kilometres.

In 2015, the Cossarts sold the car to a motor trader in Belgium, at which time the odometer reading was 88,234 kilometres. The current vendor acquired the Porsche from the trader in 2016, and enjoyed the car for a few months before entrusting it to the official Porsche dealer, Kronos, for a full service and a thorough check. Several minor issues were taken care of, including the handbrake, fuel system, and a few electrical faults. The car then passed the rigorous '111 points' check without any remarks (see copy of the report on file).

Today, this 944 S with just over 90,000 kilometres recorded presents extremely well. A two-owner car, some 27 years with its first owners, it represents a rare opportunity to acquire an example with impeccable ownership and excellent maintenance history.

€15,000 - 25,000

No Reserve



1966 AUSTIN MK1 COOPER TO 'S' FIA-SPECIFICATION COMPETITION SALOON

Chassis no. C-A2S7L-918419

Engine no. 9FD SA H 20987

- Originally manufactured as a 998cc Mini Cooper
- Delivered new to the Netherlands
- Restored and rebuilt to right-hand drive Cooper 'S' specification in 2015
- 1,275cc, 106bhp engine
- FIA papers (Class CT7) valid until 31.12.2026
- 998cc engine included



To many people - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous.

The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971 'S' and 1275 'S' of 1964. The ultimate Mini of its day, the 1275 'S' pumped out 76bhp while remaining exceptionally flexible, and was good for a genuine 100mph - an astonishing performance at the time.

Originally left-hand drive, this Mini Cooper was exported new to the Netherlands; completely restored and prepared to Cooper 'S' racing specification during 2015/2016, it is described by the vendor as in effectively 'new' condition throughout, and is ready to race. The rebuild was carried out to a very high standard by Verbaas Preparations of the Netherlands; all the engine and clutch components were bought from Nick Swift Tuning, and since completion the car has been driven only once, at the Zandvoort circuit.

Specification highlights include a lightened and strengthened bodyshell; racing suspension (including Koni dampers); welded-in roll cage with certificate by Verbaas Preparations; full race engine incorporating numerous Swiftune performance components; close-ratio straight-cut gearbox; Salisbury Powr-Lok differential (3.9:1); aluminum foam-filled fuel tank; Lexan windows; lightweight race battery; Stack rev counter; Sparco seat (valid until 2020); and a QSP harness (valid until 2020).

Accompanying paperwork consists of the original title document, roll-bar safety certificate, Netherlands registration papers, FIA Historic Technical Passport, and a BMIHT certificate. This very competitive race-car is ready to go and eligible for many of the most prestigious historic events such as the Spa Summer Classic, Silverstone Classic, Goodwood Revival, etc.

€30,000 - 40,000

No Reserve



1974 PORSCHE 914 2.0-LITRE BUMBLEBEE LIMITED EDITION TARGA

Chassis no. 4742915510

- Limited edition Can-Am celebration model
- One of only 500 built
- Desirable 2,0 litre engine
- Extensively restored between 2015 and 2017



Porsche's strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by coachbuilders Karmann of Osnabrück. Masterminded by Porsche's development engineer, Ferdinand Piëch, and first seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411, while the 914/6 was powered by the 2.0-litre six from the Porsche 911T. It had been intended to sell the four-cylinder car as a Volkswagen and the six-cylinder as a Porsche, before a change of mind saw them both badged as Porsches to avoid any possible confusion. With its six-cylinder Porsche engine, the 914/6 was an expensive proposition, costing nearly as much as a 911T, and production would cease in 1972 after a little over 3,000 had been built.

Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox. Over the course of the 914's seven-year production life there were various cosmetic changes, many concerning the bumpers, which in 1975 became the bulky, 'impact resistant' type, while the most significant alterations to the running gear were the adoption of anti-roll bars and a superior gear change linkage in 1973.

The 914's reputation for excellent handling was somewhat marred by criticism that the affordable 1.7-litre four-cylinder version was too slow, a shortcoming addressed by the introduction for 1973 of a fuel-injected 2.0-litre four. With 99bhp available, the enlarged 914 was good for over 190km/h, with 100km/h coming up in under ten seconds. Importantly, it was only marginally more expensive than the 'old' 1.7-litre version. Alongside the 2.0-litre 914, the smaller-engined model continued in 1.8-litre form from 1974 to the end of 1975 when all 914 production ceased.

Before then Porsche had produced two limited edition models primarily for the North American market: the Creamsicle and Bumblebee, the latter created to celebrate the German manufacturer's domination of the Can-Am series with its mighty turbo-charged sports-racer: the Type 917. The Bumblebee was finished in black with contrasting Summer Yellow lower sections, though, strangely, none of the works Can-Am Porsche 917s ever used such a colour scheme. Many otherwise optional items were standard on these limited edition models, including driving lights, dual horns, a leather covered steering wheel, and a centre console with clock, voltmeter, and oil temperature gauge. 500 of each type were manufactured.

Like the vast majority of Porsche 914 Bumblebees, this example was sold new in the USA. The car comes with a Porsche Certificate of Authenticity listing the following options: US equipment, tinted/laminated windshield and a Special Edition Package consisting of the 2.0-litre engine, stabiliser bars, front spoiler, special exterior paint, comfort package, and Mahle wheels. Restored to an exceptional standard between 2015 and 2017, it also comes with an illustrated 15-page report compiled by S&P Siggel & Co GmbH in December 2016, and is presented in beautiful condition. Additional documentation consists of S&P Siggel's Classic Data vehicle valuation, various invoices, current TÜV, and German registration papers. A wonderful opportunity for the serious Porsche collector to obtain a fully restored example of this rare and highly sought-after limited edition model; indeed, even the Porsche Museum does not have one of these!

€30,000 - 50,000

No Reserve



Rare and sought-after manual transmission model

1988 PORSCHE 928 S4 COUPE

Chassis no. WPOZZZ92ZJS841639

- *Delivered new to France*
- *Desirable factory sunroof and limited slip differential*
- *'111 points' report on file*
- *Circa 145,000 kilometres recorded*



Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an upmarket 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 used aluminium for the doors, bonnet and front wings in the interests of weight saving, while ingenious impact-resistant 'bumpers' made of colour-matched plastic were incorporated in 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, the latter being the most common choice. In 1979 the 928 S 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 over 160mph. Porsche has not made anything like the 928 since its deletion in 1995, and today this underrated modern classic is increasingly seen as offering exceptional value for money.

According to the accompanying Certificate of Authenticity issued by Porsche Import Belgium, this rare five-speed manual transmission Porsche 928 S4 left the factory on 7th April 1988 and was delivered by Sonauto in Levallois-Perret, France to its first owner. This gentleman had ordered the car in Granite Green metallic with a black leather interior, as it is today, as well as with the optional locking differential and a sliding sunroof.

The first owner had the car serviced at regular intervals by the local official Porsche dealer, and original service booklet and instruction manual are on file. Numerous subsequent invoices from official Porsche dealerships and independent specialists testify to the care that the car has received at regular intervals. This servicing has included replacing the timing belt, which was last carried out in October 2013 at 127,000 kilometres (invoice on file).

A few months later, the car was imported into Belgium by the previous owner, who sold it to the current vendor at the end of 2015. The car was serviced by Kronos Porsche in Gembloux less than a year ago, and on this occasion was subjected to the well-known '111 points' check (copy of report on file). On this occasion, the braking system was completely overhauled. Today, the odometer reads under 145,000 kilometres, and this much sought-after manual transmission Porsche 928 S4 is presented in generally very good condition.

€25,000 - 35,000

No Reserve



1995 AUDI RS2 AVANT

Chassis no. WACZZZ8CZTZ000169

- *The first Audi 'RS' model*
- *One of fewer than 3,000 made*
- *Delivered new in Germany*
- *A mere two owners from new*
- *Circa 56,000 kilometres recorded*



'It is a most extraordinary horizon-chaser. It'll stay with a Ferrari 456 most of the way past the quarter-mile post on to the kilometre, thanks to some spectacular forced induction in-gear increments: 40-60mph in third in 2.8sec, 60-80mph in fourth in 3.6sec, 80-100mph in fifth in 5.1sec and 100-120mph in sixth in 7.7sec.' – *Autocar* magazine on the Audi RS2 Avant.

Estate cars equipped with four-wheel drive and boasting a measure of off-road capability have become increasingly popular in recent times. One of the first manufacturers to exploit this growing market was Audi, which was uniquely well placed to do so having first introduced its rally-proven 'Quattro' four-wheel drive transmission system back in the early 1980s. In 1994 this state-of-the-art system was used in a new and exclusive limited edition model on Audi's B4 platform: RS2 Avant estate car. Audi's first model to use the evocative 'RS' (RennSport) title, and its first high-performance estate, the RS2 Avant was the result of a joint venture between Audi and Porsche.

Audi manufactured the basic structure, which was then shipped to Porsche's Rossle-Bau plant in Zuffenhausen for final assembly. The Rossle-Bau facility had been used to build the legendary Type 959 supercar, and had recently become available following the discontinuation of the Mercedes-Benz 500E, another Porsche co-production. Found in other Audi models, including the Quattro, the RS2's 2.2-litre five-cylinder 20-valve engine was extensively modified by Porsche, gaining a larger KKK turbocharger, up-rated inter-cooler, special camshaft, and revised intake and exhaust systems among other alterations. A six-speed manual gearbox was standard.

Porsche also up-rated the suspension - lowering it by some 40mm - and the braking system, which now featured red Brembo callipers bearing the Porsche logo, while the 17" wheels were the same as those found on the Type 964 version of the Porsche 911. All of which endowed the RS2 chassis with handling and roadholding characteristics rivalling those of the best contemporary sports cars. Inside the passenger compartment there were Recaro sports seats and a three-spoke steering wheel, while interior embellishments could be either wood veneer or carbon-fibre.

Transmitting its 311bhp maximum output to the ground via all four wheels, the RS2 raced to 100km/h in only 5.8 seconds on its way to a top speed of 262km/h: figures none too shabby for an outright sports car and quite outstanding for large and practical five-door estate. Furthermore, *Autocar* magazine recorded a 0-45km/h time of 1.5 seconds with 'their' RS2, demonstrating it to be quicker off the mark than McLaren's F1 supercar! It is easy to understand why the RS2 caused such a stir when it arrived, and also why it commands such a cult following today.

When production ceased in 1996, fewer than 3,000 of these exceptional cars had been built, and good examples such as this one are only rarely offered for sale. This particular RS2 was sold new in Germany via a dealership in Mainz, had had only one owner before the current vendor. Finished in silver grey with black interior, the Audi has covered only some 56,000 kilometres from new and is presented in generally excellent condition, benefiting from a recent engine service. The car is sold with its service book, owner's manual, leather wallet (Porsche/Audi edition), spare key, Audi data card, and a UK V5C Registration Certificate.

€25,000 - 45,000
No Reserve



1998 BMW M3 E36 COUPE

Chassis no. WBSBG91-040EW41039

- Final year production model at BMW Regensburg
- Desirable EU specification, sold new in Germany
- Circa 50,000 kilometres recorded
- Very well equipped



The original M3 resulted from BMW's need for a car suitable for Group A racing, the rules stipulating that 5,000 should be made in the first year of production. By this time (the early 1980s) BMW's single-overhead-cam slant-four engine would have been hopelessly outclassed on the racetrack, so the required power increase was achieved by bolting on a 16-valve cylinder head. The M3 debuted at the Frankfurt Motor Show in September 1985, with deliveries of this exclusively left-hand drive model commencing a little over one year later.

Its successor, first seen at the Paris Salon in 1992, was a very different proposition. Designated 'E36', the new M3 was bigger in every dimension, necessitating a hefty power increase to compensate for the unavoidable increase in weight. To this end BMW employed a tuned version of its proven 2.5-litre 24-valve M50 inline six, which was enlarged to 2,990cc and produced 286bhp, with maximum torque available from a lowly 3,600 revs. 'VANOS' variable valve timing was a feature of this M50 engine, enabling it to maintain maximum torque up to 5,900rpm, a quite remarkable achievement. A five-speeder as before, the M3's gearbox now featured closer ratios, while power was transmitted to the ground via a limited-slip differential. To satisfy Germany's vocal road-safety lobby, top speed was limited to 'only' 250km/h, though it was suggested that, free of restrictions, a maximum of 282km/h would be achievable.

Numerous options were offered, including cruise control, air conditioning, heated seats, leather trim, etc. The coupé was the only E36 version at first, with saloon and convertible models available from 1994.

In October 1995 BMW introduced a much improved version of the M3, the main talking point of which was its more powerful 3.2-litre engine, developed by the same team responsible for the V12 that went into the McLaren F1 supercar. Equipped with a new VANOS system and BMW's own advanced electronic engine management, this state-of-the-art power unit contrived to be both more powerful and more economical than its predecessor. Maximum power was now 321bhp, making it one of the few normally aspirated engines with a specific output of 100bhp/litre. The better fuel economy was partly down to the new six-speed gearbox (with 'overdrive' top gear), while there were similarly incremental improvements to the suspension, steering, and brakes. Externally, the M3 remained virtually indistinguishable from its predecessor.

This particular M3 was produced on 26th August 1998 and sold new in Germany (Euro specification). A copy of the BMW build sheet is on file, revealing that it was delivered equipped with a host of the most desirable features including an electric sunroof, front passenger airbag, side airbags, remote central locking, electrically adjustable and heated front seats, fog lights, and automatic air conditioning. The car is finished in Titan Silver (silver grey metallic) with suede interior trim, and currently displays a total of some 50,000 kilometres on the odometer. The engine has recently been serviced with VANOS checked and this beautiful M3 is described as in generally excellent condition. Accompanying paperwork consists of sundry invoices, service records, a UK V5 registration document, and the aforementioned build sheet, while the car also comes complete with owner's manual, BMW wallet, and spare keys. An exciting opportunity to acquire a last of line, high performance BMW model only rarely offered for sale.

€25,000 - 35,000

No Reserve



Only 56 miles from new

1978 CHEVROLET CORVETTE '25TH ANNIVERSARY' TARGA-TOP COUPE

Chassis no. 1Z87L8S439566

- *Outstandingly original and preserved 'time-wrap' example*
- *Numerous desirable factory options*
- *Comes with original sales invoice and relating documentation*



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical re-style for '56 had consolidated the Vette's position in the market before arrival of the heavily revised 'Sting Ray' version.

Introduced for 1963, the Sting Ray sported a totally new ladder-type chassis and for the first time there was a Gran Turismo coupé in the range. As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterised by annual facelifts and few engineering changes of note.

On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965, while Chevrolet's 327ci (5.4-litre) 250bhp standard V8 was joined by an optional 396ci (6.5-litre) Big Block for '65 only, then a '427' until the end of Sting Ray production in 1967. The 'Stingray', of course, continued and the Corvette would go on to become the world's best-selling and longest-lived sports car.

The immortal Chevrolet Corvette, 'America's only true production sports car', celebrated its 25th anniversary in 1978, a year that marked the first major re-style since the commencement of the 'Stingray' era ten years previously. By then, catalytic converters had arrived, the 'Big Block' engines had gone, a steel under-tray had been added and a revised dashboard introduced, while the Corvette roadster had been deleted in the expectation that Federal auto legislation would effectively outlaw convertibles.

Gone too was the 'Stingray' name, dropped at the end of the 1976 season. For '78 the fastback roofline of the 1963-67 Sting Ray was reinstated and complemented by a wrap-around rear window. The 'Silver Anniversary' was one of two limited edition models offered that year, featuring silver metallic paint above the waistline and charcoal grey below as part of a package that included aluminium alloy wheels.



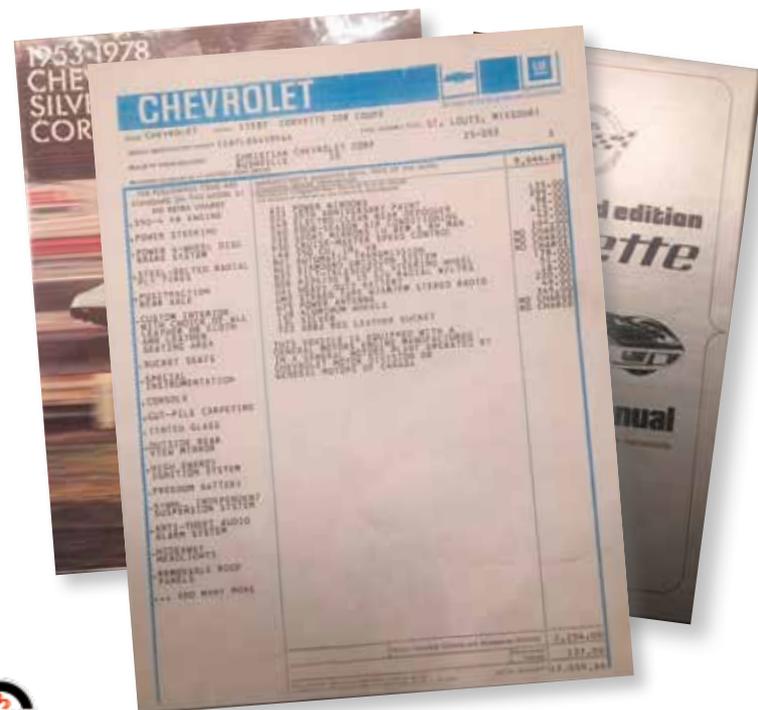


Currently displaying a total of only 56 miles on the odometer, this amazing '78 25th Anniversary Corvette has the 350ci (5.7-litre) L48 V8 engine and three-speed automatic transmission. Power steering, power brakes, Positraction rear axle, bucket seats, 4-wheel independent suspension, tinted glass and removable roof panels were among the 25th Anniversary model's standard features, to which this particular car adds a selection of desirable options including power windows, rear-window defog, air conditioning, cruise control, adjustable steering wheel, stereo radio/cassette, alarm system and red leather seats.

The car was ordered by a Chevrolet dealer and collector circa August 1978, and kept in dry storage for many years before being sold in 2013 to another American dealer, from whom it was purchased by the German vendor in 2014. The car is said to have always been maintained and stored with liquids that were changed every now and then.

Outstandingly original (as confirmed by the accompanying Dekra expertise), it comes with the customer copy factory build sheet, original sales invoice, original instruction manual, other original documents and catalogues, original keys, and the original leather roof bags. Indeed, a wonderful opportunity for the Corvette collector to acquire a 'virtually new' 1978 Corvette.

€30,000 - 40,000
No Reserve



*Rare Works built example***1969 VOLVO AMAZON 122S GROUP 2 RALLY CAR**

Chassis no. 131341T345256

- *In-period competition history*
- *Restored in the late 1990s*
- *Re-commissioned in 2016*
- *Very well documented*



Introduced in 1956, the Volvo 120 Series lasted in production until 1970, by which time around half a million had been built, its build quality, toughness, and longevity helping to establish the Swedish company's reputation worldwide. Marketed in Sweden as the 'Amazon', the original 121 four-door saloon was joined by two-door (131) and estate (221) models in the 1960s. Originally of 1.6 litres capacity, the overhead-valve four-cylinder engine would grow first to 1.8 and, finally, 2.0 litres. The Amazon was also the first car to feature modern seatbelts as standard, a safety revolution at the time.

This particular Amazon shakes off all those staid characteristics to go rallying. Built on 5th November 1969, chassis number '345256' was immediately rolled into the Volvo competitions department and prepared as a Group 2 rally car. Prepared with full rally suspension, a competition-tuned B20 engine (rated at 160bhp) and a very low curb weight of only 950kg, the car was ready for action.

Delivered to an official Volvo dealer in Vetland, Sweden, 'Bilcentrum Vetlanda', the car was initially driven by Bilcentrum's sales manager, Sven Simonsson. He was a competitive driver and finished just a few places behind Stig Blomqvist on the Bergslagsklubbahna Rally of 1971, with only a small time difference.

The car competed in several Swedish national rallies and many other rallies in Scandinavia before being sold to Sune Andersson in 1973. Sune Andersson was only the second of a lengthy list of known Scandinavian drivers who entered the car in various national rallies. In the late 1990s, after years of performance and competition, the car was restored and painted from its original colour of Cherry Red to white by famed Norwegian rally-car restorer, Stein Johnsen. The Amazon then found its way to the Netherlands where it has competed in only three historic events.

Re-commissioned in 2016, the car is to full original Group 2 specification. Specification highlights include a full rally-tune 160bhp B20 engine (dynamometer sheet available); remote gearshift; limited-slip differential; full rally suspension with PU bushings and Rose joints (option for vertical mounting of rear shock absorbers); disc brakes all round; Bilstein front dampers; Spica rear dampers; FIA full roll cage; safety equipment; rally trip meter; and a set of spare rims and tyres.





The fully documented history includes a certificate of works history and correspondence with the Volvo company archive, and a letter from the Volvo Museum Gothenburg confirming matching chassis identification numbers. In addition, the car also comes with photographs of Sven Simonsson on the 1971 Östgötarrally where he finished 4th; period rally results and press articles; details of all past owners (including copies of all old registration documents); original homologation documents; and period technical passports.

Offered with the aforementioned period documents, photographs, and a full ownership history, this Amazon affords the prospect of a competitive entry in historic rally events such as the Tulip Rally, Rallye Monte Carlo Historique, Boucles de Spa, or Tour Auto.

€25,000 - 35,000
No Reserve



Sven Simonsson and Lars Elbring with the Volvo Amazon 122S in the Östgötarrally, Sweden, March 1971



Delivered new to Belgium

1973 LOTUS EUROPA TWIN-CAM SPECIAL COUPE

Chassis no. 1184Q

- Rare and desirable 'big valve' Special model
- One of a very few sold new via Lotus Import Dauwe
- Restored in 2010 and 2014
- Registered in Belgium



Launched at the 1967 Brussels Show, the Lotus Type 46 (the Europa) was the marque's first mid-engined road car, and was powered by a Renault 16 engine mounted in an Elan-type backbone frame. Its specification also included all-round independent coil-sprung suspension and disc brakes on the front wheels (subsequently on the rear, too). Unusual styling provided ample luggage space while rearward visibility through the narrow, full-width back window was surprisingly good.

Having been manufactured exclusively for export for its first two years, the Europa made its UK debut in 1969 in improved S2 form. Renault engine like its S1 predecessor, the S2 reverted to a conventional body/chassis attachment, the S1 'shell having been bonded in place. This greatly simplified, and cheapened, accident repairs, while electric windows and adjustable seats were welcome additions to the previously somewhat penny-pinching specification.

In the autumn of 1971 the Type 74 Europa Twin-Cam was introduced, powered, as its name suggests, by the Ford-based DOHC engine from the Elan. With 105bhp on tap, the Twin-Cam was good for close on 120mph, a figure bettered by the more powerful (126bhp) 'big valve'-engined Special model that superseded it after one year.

Testing a Europa Special, *Motor* magazine famously achieved a top speed of 123mph (198km/h), a 0-60mph time of 6.6 seconds, and a standing quarter-mile of 14.9 seconds. This was a time when road tests were routinely carried out with both a driver and passenger; with only the driver aboard the 0-60mph time would have been under 6 seconds, a phenomenal performance for the period.

Dating from the penultimate year of production, this most desirable Europa Twin-Cam Special was delivered new to Belgium via Lotus Import Dauwe, as shown in the original service voucher booklet. The exterior colour (Carnival Red) and the engine and gearbox numbers are confirmed by the accompanying Lotus Certificate of Provenance.

The Lotus remained in Belgium until it was acquired by a French enthusiast, who had the car restored in 2010 by JMW Racing of Gueux, France as detailed in the illustrated condition report compiled by Cabinet Rodex in September of that year. In 2013 the car was acquired by the current vendor, who decided to undertake an extensive mechanical overhaul, with a new crankshaft, con-rods, pistons, brakes, suspension, fuel pump, and starter motor.

Presented in its original livery, this beautiful Europa Special is offered with numerous restoration invoices, two expertise reports (2010, 2014), Belgian registration papers, and the aforementioned documentation.

€20,000 - 25,000
No Reserve



1972 SAAB SONETT III COUPE

Chassis no. 977 2500 1063

- Formerly property of the Belgian SAAB importer
- Rare SAAB sports car
- 1.7-litre model
- Extensively restored in the mid/late 2000s



After a succession of relatively low volume Sonett models, intended principally for racing, series production finally got underway with the arrival in 1967 of the Ford-engined Sonett V4. The latter's installation in the previously two-stroke-engined Sonett necessitated an unsightly bonnet bulge, prompting a redesign that emerged as the Sonett III. Introduced in 1970, the Sonett III was a pretty glassfibre-bodied two-seater coupé styled by the Italian designer, Sergio Coggiola, with production engineering adaptations by Swedish designer, Gunnar A Sjögren. The Sonett III was powered by the 1,500c Ford V4 engine up to 1971 when the 1,700cc unit was standardised, and by the time production ceased in 1974 a total of 8,368 cars had been made. The reason for Sonett's discontinuation was the cost of making it meet all new United States safety and emissions legislation.

Delivered new in the USA and original finished in yellow, this 1,700cc Sonett III was registered on 15th September 1972 in California by its first owner, Mr Michael James Kirch, as evidenced by the Californian Temporary Identification and the original maintenance booklet, both on file. The history of the car is particularly well documented with dozens of invoices and documents evidencing the trail of ownership and the great care taken of it. The SAAB's last US owner, Mr Keith Corey, sold the car in 2005 to a prominent Belgian collector.

As the country's former Saab importer, this gentleman had the car brought back to European specifications and extensively restored, changing the colour to black and having the interior re-trimmed in beige leather at a cost of approximately €15,000 (see photographs and invoices on file). The gearbox was overhauled in 2011. Acquired by the vendor in early 2014, this Sonett has since been enjoyed on numerous occasions, and recently caught the attention of a journalist who devoted almost a full page to the car in a regional newspaper. The car is equipped with a fully functioning Tripmaster and is ready to compete in regularity events.

Registered in Belgium, the Sonett is offered with a period brochure and other related information; the original service book and last original Californian title; numerous period service invoices; assorted pre-restoration photographs; rally entry document; and a FIVA identity card from 2008.

€20,000 - 25,000
No Reserve



1966 PORSCHE 911 2.0-LITRE 'SWB' COUPE

Chassis no. 303 419

Engine no. 903 512

- Believed built in 1965 and one of the first to be delivered in 1966
- Matching numbers engine producing 180bhp
- Many desirable upgrades
- Eligible for numerous prestigious events



Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers.

The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell 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 engine displaced 1,991 cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

The first of countless up-grades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 16km/h to 217km/h. A lengthened wheelbase was introduced in 1969, and then in 1970 the engine underwent the first of many enlargements - to 2.2 litres.

This particular 911 is one of the early, short-wheelbase cars of the type much favoured by the historic rallying fraternity, a situation that has led to original examples such as this one becoming a great rarity. A 1966 model built towards the end of 1965, chassis number '303 419' was delivered on Germany's first working day in 1966 and shipped to the VW-Pacific dealership in Culver City, California, USA. The accompanying copy of the Porsche Kardex confirms the foregoing delivery details and lists the following desirable factory options: a Webasto heater, floor mats, and tinted windows all round.

The car remained in the USA until 1997 when it was imported into Europe and went to Holland, its new owner being Mr Armin van Ewijk of Rotterdam. By importing the car back into Europe, the authorities took a date of first registration prior to the cars' delivery date as was the case frequently in Holland. 30-06-1965 then became the date of first registration which made this car eligible for most prestigious races with built date limit 1965.

The Porsche was then prepared to regularity-rally specification, being fitted with sport seats, a roll cage, a trip master, two spotlights on the front, one spotlight on the back, etc. At the same time the original engine was taken out and another (overhauled) 2.0-litre engine installed.





Driven by Mr van Ewijk and his wife (members of the ROHAC in Holland), the car was entered in various prestigious events including the Tulpen Rally (where it finished 2nd overall in the touring class) and ABC Rally (2007) and many others. The current owner bought the car in 2011, and he too has taken part in many rallies with it.

The vendor advises us that the Porsche has always been well looked after mechanically, and that works carried out have included overhauling the suspension, brakes, and clutch. It was decided to sell the existing 2.0-litre engine and reinstall the original matching-numbers engine, tuned to produce up to around 180hp.

We are advised that this reinstatement was carried out only some 3,000 kilometres ago, and that this more powerful engine makes the car a true pleasure to drive. A Bonhams specialist had the pleasure to drive this Porsche over a 40-kilometre route and confirms that it performs very well. A real driver's car, it is ready to compete at any event or, alternatively, could relatively easily be returned to original specification should the fortunate next owner so desire.

Accompanying documentation consists of Dutch registration papers, FIVA Identity Card (issued 2010), sundry invoices for parts and work carried out, a taxation report (dated 2015), various competition results, and the aforementioned Kardex copy.

€85,000 - 125,000



Ex-François Mazet, Clay Regazzoni,

1971 FORD CAPRI RS 2600 COMPETITION COUPE

Chassis no. GAEC KG 59310

- Works-built 'plastic' lightweight competition version
- Delivered new by Ford Cologne to François Mazet
- Subsequently owned by Clay Regazzoni
- Eligible for the Tour Auto and Le Mans Classic



01



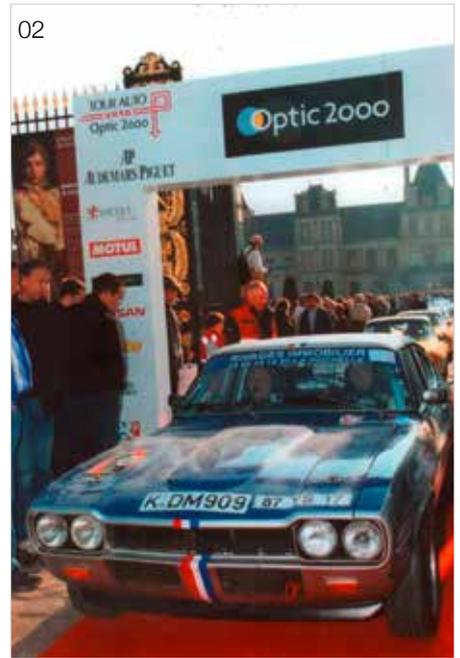
Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval' but beneath the skin the car remained typically Ford, sharing engines, gearboxes and many other components with the rest of the range, though the power units used by the British- and German-built versions differed somewhat.

Ford was pursuing a wide-ranging competitions programme at this time, and with its UK operation concentrating on developing the Escort for rallying and circuit racing, Jochen Neerpasch, head of the Motorsport Department in Cologne, was delegated to start work on the racing Capri. Known as the 'RS2600', this would be based on the 2600GT, Ford of Germany's top-of-the-range model at the time, although Cologne's first efforts involved modified 2300GTs. A number of successes, including class wins, were achieved in international rallies in 1969 but it was already clear that the car's greatest potential was as a circuit racer.

01 & 02

'59310' participating at Tour Auto, 2010





In Group 2 racing trim the RS2600's Weslake-developed V6 engine was bored out to 2,995cc and equipped with Kugelfischer fuel injection and dry sump lubrication, in which form it developed in excess of 320bhp. The suspension, brakes and wheels were up-rated appropriately and the bodywork lightened by the extensive use of glassfibre panels. A ZF five-speed gearbox was standard equipment on the racing RS2600; the LHD-only production version, which retained the 2.6-litre engine, having to make do with a Ford four-speed unit. On the racetrack, the RS2600's finest achievement came in 1972 when works driver Jochen Mass, later to enjoy a successful Formula 1 career, was crowned European Touring Car Champion at the season's end. Today these ex-works Capris are among the most sought after of post-war Fords.

Built at Ford's competitions department in Cologne, this particular RS2600 is an original works 'plastic' lightweight version, and was one of the first six delivered by the factory bearing Cologne registration plates. Its original purchaser was French Formula 3 Champion, François Mazet, who kept the car for many years before ownership transferred to his friend, Clay Regazzoni, the Ferrari Formula 1 driver.

In more recent times the Capri has participated in four editions of the Tour Auto, achieving a 2nd place finish in Group G in 2009. The car also finished 3rd in the VHC Rallye d'Automne in 2008 and took part in that year's Tour of Spain, retiring from 6th place overall on the final day. The Capri was also successfully campaigned in the 2011 Tour Auto and is eligible for the 2018 event and the 2018 Le Mans Classic, an event in which it participated in 2006. We are advised that the engine produces 213bhp and that the car weighs a mere 905kg, making for an excellent power-to-weight ratio.

Accompanying documentation consists of a Ford letter (dated 1977) stating that the Capri was purchased new by Mazet; a copy of a Monaco Carte Grise when the car was registered to Regazzoni; a French Carte Grise; and old HTP papers from 2006.

Capri RS2600s are rare, and a works delivered car even rarer. Bonhams has no hesitation in recommending close inspection of this versatile historic racer, which is eligible for numerous prestigious events.
€80,000 - 120,000



1959 ALFA ROMEO 750-SERIES GIULIETTA SPIDER

Chassis no. AR 149505821

- Original rare 750-Series short-wheelbase model
- Delivered new to Germany
- Restored between 2013 and 2014





With the introduction of the Giulietta, Alfa Romeo established the 'small car, big performance' formula that would characterise the Milanese marque's finest offerings from then on. First of the Giuliettas, the Bertone-styled Giulietta Sprint Coupé debuted at the Turin Motor Show in April 1954 powered by a 1.3-litre, all-alloy version of Alfa's classic twin-cam four designed by one-time Ferrari engineer Giuseppe Busso.

The original 750-Series Giulietta Sprint Coupé of 1954 was soon joined by Berlina and Spider versions. Designed and built by Pininfarina and notable as the famous Turin coachbuilder's first volume-produced car, the Spider brought a level of refinement and mechanical sophistication to small sports cars that made the opposition look dated. With such a pedigree the Spider was, not surprisingly, a huge success, becoming mainland Europe's best-selling small sports car and continuing in revised, longer wheelbase form after the introduction of the 101 Series in 1959.

The Giulietta family's success surprised even Alfa themselves: production targets were revised upwards and to satisfy demands for increased performance upgraded 'Veloce' versions of the Sprint coupé and Spider convertible were introduced for 1956. The new Giulietta Sprint Veloce was soon being raced with success, winning its class in the 23rd Mille Miglia and finishing 11th overall, while class victories were achieved in the Coppa Dolomiti, Tour de France and Mille Miglia, and the Alpine Rally won outright.

Centro Documentazione Alfa Romeo has confirmed that this Giulietta Spider left the factory on 22nd January 1959 and was sold via NSU Works in Germany on 23rd February of that year. It is a rare 750-Series model with the shorter wheelbase. The car was comprehensively restored by marque specialists in Rome between 2013 to 2014 and repainted in its original colour of dark blue, while the blue-piped beige interior is likewise in the original colour scheme. Described by the vendor as in generally excellent condition, this stunning Alfa Romeo is offered with Italian registration documents.

€75,000 - 85,000



45

Fewer than 500 kilometres from new

2003 FERRARI 456 MODIFICATA GT COUPE

Coachwork by Pininfarina

Chassis no. ZFFWP44B000130512

- The ultimate Ferrari 456 GT
- Delivered new to Germany
- One of 688 manual-transmission Modificata models
- Recently serviced
- Complete with all books and tools



'The Ferrari 456 GT is a worth successor to its illustrious predecessors. It achieves the tricky task of being technologically advanced while retaining the heart and soul of a true Ferrari. Consequently, its dynamics take it to the top of its class with fabulous performance, agility, poise and all the mile-eating ability a proper GT should have.' - *Autocar*.

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





For the 456, Pininfarina worked its magic once more to create a subtly beautiful curvaceous body contrasting with the hard edges of its predecessor. Although bereft of extraneous aerodynamic devices, the 456 remained stable up to its maximum of around 190mph, a figure that made it the world's fastest production four-seater passenger car. Acclaimed on its debut, the 456's styling has not dated and is a tribute to Pininfarina's farsightedness in creating one of most successful designs of modern times. An air-conditioned interior, sumptuous Connolly leather trim, perfectly weighted power steering and Porsche-rivalling build quality all combined to make the 456GT a worthy competitor for Bentley, Aston Martin and Mercedes-Benz. An automatic transmission version, known as the 456 GT A, became available for 1997 and then two years later the model was given its one-and-only makeover, re-emerging as the subtly restyled and improved 456M (Modificata).

Most of the externally visible alterations to the 456M were made at the front of the car, which now featured a smaller intake grille incorporating the circular fog lights, while the twin air scoops and bonnet vents were deleted. The result was a cleaner and more elegant look than before.

Beneath the skin the main advance was the adoption of electronically controlled active suspension, linked to the anti-lock braking and braking force distribution systems, which altered the damping characteristics to cope with changing road conditions. In this form the 456 GT continued in production until 2003, by which time 3,289 cars had been completed, 688 of which were manual transmission Modificata models like this one.

One of the last of its kind manufactured, this desirable manual-transmission example of the ultimate 456M GT was delivered to its first owner on 16th April 2003 by Maranello Motors in Cologne, Germany. The Ferrari remained with the original owner until 2013, by which time it had covered a mere 380-or-so kilometres; it was then sold to the second owner, another private collector. In July 2016 various servicing works were carried out by an authorised dealer, which included replacing the cam belts and idlers, and renewing the tyres, the originals having hardened with age. Complete with all books/tools and German TÜV, this beautiful Ferrari 456M Modificata represents a wonderful opportunity to acquire a little used example of 'the finest GT in the world'.

€100,000 - 150,000



46

Rare and desirable late example

1958 PORSCHE 356 A 1600 SUPER SPEEDSTER

Chassis no. 84185

Engine no. 810267

- *Believed one of less than 200 'Super' examples built in '57 for '58*
- *One of the last 800 Speedsters built*
- *Mildly race prepared with a later 1600 SC engine (110bhp)*
- *Extensively restored by recognised US specialists Canepa*
- *Fast and furious*







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 for 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.

Like most Speedsters, this late 356A was delivered new to Hoffman in New York, USA. A 1958 model completed in December 1957, the car was originally finished in Ivory with brown leather interior, and left the factory equipped with sealed beam headlights, tachometer in miles, and USA bumpers. We are advised that it was delivered with the desirable 1600 Super engine (believed rare for a Speedster) producing 75hp instead of the standard 1600 engine's 60 horsepower.

In 2000, the Speedster changed hands and in 2003 was fully restored by Mr. Scroggum of G&W Motorwerkes Ltd, recognised Porsche specialists of Waynesboro, Virginia. No expense was spared, as evidenced by invoices on file totalling over \$60,000. In the course of the rebuild the colour scheme was changed to silver with black interior, and the car was also treated to some mild race preparation. The latter included fitting a central fuel filler cap in the bonnet, leather securing straps to the front, central exhaust, roll-over bar, etc.





Importantly, the original engine was replaced by one of a later type: the highly desirable 1600 SC unit that produces 95hp in standard trim. Further research within the Type 356 community in the USA and Europe has revealed that this engine incorporates the crankcase and cylinder heads, etc of the more robust 912 engine. This 1600 SC engine has been tuned to produce a comfortable 110hp, which makes this Speedster not only very fast but also very responsive and torquey, qualities sometimes found lacking in the standard 356.

While the Porsche was with the previous owner, various other works were carried out in 2007 by the respected US specialist Canepa for a total of \$23,000 (bills on file). The Speedster then remained in California until 2015 when it moved to the UK. Accompanying documentation consists of a Porsche Certificate of Authenticity; a copy of the cancelled California Certificate of Title (2015); a UK V5C Registration Certificate; copy MoT certificate (expired January 2016); and the aforementioned bills.

The vendor proudly informs us that Prescott Kelly, the former Porsche Club of America President and Porsche authority, has stated that this particular example is 'one of the best driving Speedsters, which gives unlimited pleasure to the driver', while immediately prior to its purchase by the current owner, Professor Steven Harris of New York is said to have declared it to be one of the fastest he has driven.

A Bonhams specialist has had the pleasure of driving this outstanding Speedster and was mightily impressed by its performance. He found that the engine very torquey and responsive, and that the road holding, suspension, and steering were a true pleasure while the brakes, clutch, and gearbox all performed well. His verdict: 'This is by far the best 356 I've ever driven.'

€300,000 - 400,000





PHILIP VERELLEN

Philip Verellen (1962 – 2002) was a Belgian car journalist and successful racing driver. Born in Berchem (Antwerp) on 24th May 1962, Philip was the youngest of 4 children in the Verellen family.



Verellen had been discovered by the 'Belga Stuurwiel', a promotional programme run by the Belga cigarette company to find talented young drivers. From the selected drivers participating in the 1986 'Stuurwiel' at Zolder, the jury had real difficulties in deciding the winner from the four best candidates, but eventually they chose Philip Verellen, who was not only the fastest but also the most consistent. He had finished 2nd in the 'Stuurwiel' in 1985.

At that time Philip Verellen was 23 years old and working as a journalist for the magazine, 'Autokrant'. His reward was the opportunity to race in the Belgian production car championship with the Belga team.

Following his 'Belga Stuurwiel' win, Verellen made his debut in the Belga BMW at the New Race Festival at Zolder, and later in the year returned to that circuit for the European Historic Grand Prix, finishing 11th overall in the saloon car race. The following year, driving a Ford Sierra Cosworth, Verellen finished 3rd in the Belgian Production Car Championship, and for the next couple of seasons he was always a contender for overall victory, finishing 4th in the championship in 1988 and 3rd in 1989.

In 1990 he rejoined the Belga team to contest the inaugural Belgian Procar Championship, driving one of the team's two Audi V8 Quattros. He finished 4th in the championship at the year's end and in 1991 became the Belgian Procar Champion (Division 1).

A highly respected and versatile racing driver, Philip Verellen enjoyed a 15-year competition career that included entering Le Mans twice and the Spa 24-Hour race on several occasions. He raced a wide variety of cars, competing in the UK's Rover Turbo Cup (in 1994, 1995, and 1996) and the Renault Spider Trophy (in 1997). A regular Belcar contender, he won the 2001 Belpo race at Spa Francorchamps driving a Chrysler Viper GTS-R.

Philip Verellen died on 9th May 2002 following a long fight against cancer.



Ex-Philip Verellen, 1986 'Belga Stuurwiel' winner

1986 BMW 325i JUMA BELGA GROUP N COMPETITION COUPE

Chassis no. WBAAG510302636828

- Winner of the 1986 'Belga Stuurwiel'
- Restored to original specification circa 2012
- Offered for sale by the Verellen family
- Well documented

Philip Verellen wint
Belga-BMW Leasing-Stuurwiel 1986

«Een droom wordt werkelijkheid»



Philip Verellen in action with the BMW 325i Juma, during the 1986 season
© Verellen archive





This BMW 325i was driven by Belgian star Philip Verellen during the 1986 season. Verellen had been discovered by the 'Belga Stuurwiel', a promotional programme run by the Belga cigarette company to find talented young drivers. From the selected drivers participating in the 1986 'Stuurwiel' at Zolder, the jury had real difficulties in deciding the winner from the four best candidates, but eventually they chose Philip Verellen, who was not only the fastest but also the most consistent. He had finished 2nd in the 'Stuurwiel' in 1985.

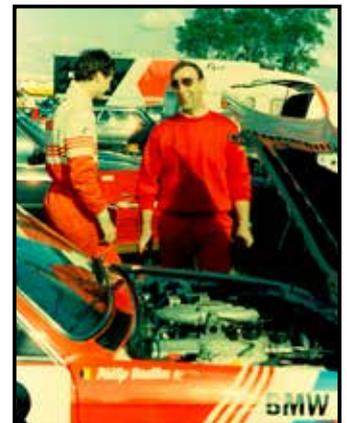
At that time Philip Verellen was 23 years old and working as a journalist for the magazine, 'Autokrant'. His reward was the opportunity to race in the Belgian production car championship with the Belga team. For the 1986 season, Belga was campaigning the BMW 535i and 325i, the latter choice being criticised by many commentators as it was put in the 'over 2,000cc class' but was considerably less powerful than the 535i, which had proved to be very competitive in that category.

But the experts at Juma, the Antwerp-based BMW dealership that prepared the car from new, understood what was required to make the 325i faster than its greatest rival, the Cosworth-engined Mercedes 190 2.3, which in standard trim had more horsepower than the BMW. Other rivals such as the Alfa 75 Turbo were left behind, and the Juma-prepared BMW 325i proved even faster on some occasions than the 535i. Maximum output in standard trim was 171bhp, which Juma managed to increase to some 185 horsepower.

The body remained unchanged, while the interior was modified in accordance with Group N regulations. The seats were removed and the driver's seat replaced with an ASS racing seat; the dashboard was retained and some gauges added; and a roll cage was installed. But it was the engine that made the Juma BMW so fast; the power curve was very good, enabling the 325i Juma to gain places at the start of the race because it had a lot of power at low revs when compared with the rest of the field.

Following his 'Belga Stuurwiel' win, Verellen made his debut in the Belga BMW at the New Race Festival at Zolder, and later in the year returned to that circuit for the European Historic Grand Prix, finishing 11th overall in the saloon car race.





After the 1986 season, the Belga BMW 325i went back to Juma and found a new owner. It was only in 2009 – long after Philip's death - that Philip Verellen's brother, Paul, found the BMW after researching its whereabouts. He wanted to own his late brother's first car: the one that had made him famous and had been prepared by the local BMW dealer. He was able to buy the 325i, and had the car fully restored to its original specification with help from the old Juma mechanics who had prepared it back in 1986. The extensive restoration included sand-blasting the body, fully overhauling the engine, and repainting the car in its original livery.

The restoration was finished in 2012 and the odometer reset to zero. It was never intended to race the BMW, which had been restored mainly as a tribute to the late Philip Verellen, and it was treated more as a 'showroom' example, although fully operational. The car has been taken out on track once or twice a year for a warm-up, the last occasion being only a month ago for an article on both Belga cars. Apart from that, the BMW has been started occasionally and driven a short distance to keep it in good health. Today, only some 500 kilometres are recorded on the odometer.

This historic racing car is offered with copies of various articles and race results; a selection of period photographs (digital); a file of restoration photographs; and a 2102 valuation report confirming its condition. A unique opportunity to own a well-known and competitive Belgian racing Group N hero.

€55,000 – 75,000







Ex-Philip Verellen, Belgian Procar Championship-winning

1989 AUDI V8 QUATTRO BELGA PROCAR COMPETITION SALOON

Chassis no. WAUZZZ4CZMN002853

- Winner of the 1991 Belgian Procar Championship
- Restored to original specification in 2012/2013
- Offered for sale by the Verellen family
- Well documented



This Audi 200 V8 Quattro was driven by Belgian star Philip Verellen following his return to the Belga team in 1990. Verellen had been discovered by the 'Belga Stuurwiel', a promotional programme run by the Belga cigarette company to find talented young drivers. From the selected drivers participating in the 1986 'Stuurwiel' at Zolder, the jury had real difficulties in deciding the winner from the four best candidates, but eventually they chose Philip Verellen, who was not only the fastest but also the most consistent. He had finished 2nd in the 'Stuurwiel' in 1985.

At that time Philip Verellen was 23 years old and working as a journalist for the magazine, 'Autokrant'. His reward was the opportunity to race in the Belgian saloon car championship in 1986 with the Belga team, driving a BMW 325i prepared by the Antwerp-based BMW dealership, Juma. The following year, driving a Ford Sierra Cosworth, Verellen finished 3rd in the Belgian Production Car Championship, and for the next couple of seasons he was always a contender for overall victory, finishing 4th in the championship in 1988 and 3rd in 1989.

In 1990 he joined the Belga team to contest the inaugural Belgian Procar Championship, driving one of the team's two Audi V8 Quattros. Introduced in 1988, the Audi V8 Quattro was the German manufacturer's flagship model. To promote the car, Audi developed a Group A version to contest the Deutsche Tourenwagen Meisterschaft (German Touring Car Championship), winning back-to-back drivers' titles in 1990 and 1991. Boasting a specification unmatched by its smaller-engined rivals, on paper at least, the Audi V8 Quattro was the natural choice for both the DTM and Procar series.

The 1990 Belgian Procar season comprised 14 races over seven meetings at four circuits, and with three race wins to his credit – all at Zolder – Verellen finished 4th in the championship at the year's end. Jean-Michel Martin was that year's champion, driving a BMW M3 for Waterloo Motors. In 1991, still driving an Audi V8 for Belga, Verellen won only twice (on both occasions at Zolder) but was a more consistent finisher over the course of the season, standing on the podium on ten occasions, and ended up as Division 1 winner with 192 points to defending champion Martin's 169. Verellen took the Procar chequered flag first on no fewer than five occasions in 1992, but a 'DNF' at Zolder cost him dearly and he lost the championship by 7 points to team-mate Pierre-Alain Thibaut.





PROCAR
FRANCORCHAMPS

Philip Verellen kampioen

In 1985 greep Philip Verellen net naast het Belga-stuurwiel. Hij wachte geduldig zijn uur af en een jaar later won hij het begeerde stuurwiel. Philip debuteerde begin 1986 met een BMW 325i van het Juma-team. Het jaar daarna stapte hij over naar het Inara-team dat voor hem een Ford Sierra Cosworth inzette. Dat jaar behaalde Philip zijn eerste overwinning. De carrière van Verellen werd een opeenvolging van weloverwogen stappen. Vorig jaar kwam hij terug bij Belga terecht dat twee Audi's V8 sponsorde. Nu is Philip kampioen. Een bekroning voor hem, maar ook voor de mensen die hem in 1986 de kans gaven.

0009 FRAX KNEETS
07093 - FRED BAYET

„Overvliegenpieten dromen van Duitse DTM zoals eenzitterspieten van de F1“

Verellen Procar-kampioen

FRANCORCHAMPS — Zoals het vaakst heeft Philip Verellen 1985 het Procar-stuurwiel gewonnen gekregen. In de afloop van de wedstrijd, zaterdag op Francorchamps, ging een klein incident over naar een race. Verellen is de enige Belgische overwinning. Tenslotte is de wedstrijd in Altona, Producties Jean-Michel Martin, versierd af een heel kampioen. „De strijd met de DTM“ van Martin en Tania is een heel leuke lang. Bovendien weet ik genoeg“ aldus Verellen. „Het is belangrijk dat alle een belangrijk van een heel jaar goed maken met het Audi-Belga-team.“ 19827 Philip heeft gewonnen. „Het is niet zo dat alle drie alle Kampioen gewonnen zijn. Toch is hij een succesvolle overwinning die richting Duitsland kunnen leiden. Voor elke overwinning is de DTM een Belgisch kampioen. Verellen is het met de Formule 1 een wereldkampioen.“

Deelname de wedstrijd is de organisatie van Verellen en Verellen worden de verliezen in die wedstrijd die Verellen heeft. Dit was de eerste van de eerste twee overwinningen. In 1986 won Verellen de wedstrijd op Francorchamps.

„Het is Philip Verellen die zijn eerste Procar start op Francorchamps. De Belga Procar heeft de winst van de wedstrijd gekregen. Het is op de grote weg.“

Stas Martin versierde vier jaar met zijn overwinning op Francorchamps. Het is niet zo dat alle drie alle Kampioen gewonnen zijn. Toch is hij een succesvolle overwinning die richting Duitsland kunnen leiden. Voor elke overwinning is de DTM een Belgisch kampioen. Verellen is het met de Formule 1 een wereldkampioen.“





A highly respected and versatile racing driver, Philip Verellen enjoyed a 15-year competition career that included entering Le Mans twice and the Spa 24-Hour race on several occasions. He raced a wide variety of cars, competing in the UK's Rover Turbo Cup (in 1994, 1995, and 1996) and the Renault Spider Trophy (in 1997). A regular Belcar contender, he won the 2001 Belpro race at Spa Francorchamps driving a Chrysler Viper GTS-R. Philip Verellen died on 9th May 2002 following a serious illness.

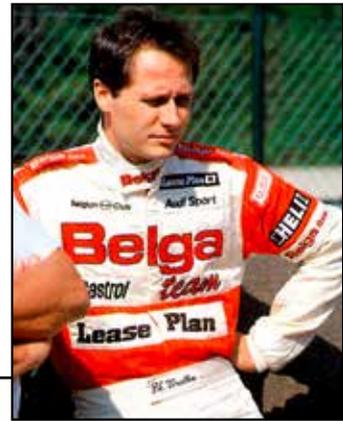
Paul Verellen, Philip's brother, rediscovered this Audi V8 back in 2012. As a tribute to his late brother, he restored the car to completely original specification, just as it was driven in 1991. The bodywork was fully restored, the engine completely overhauled, and the odometer put back to zero. A lot of work went into the restoration, and Paul received much assistance from the Juma-BMW team for whom Philip had raced earlier in his career.

After a year's work, the project was finished. It was never intended to race the Audi, which had been restored mainly as a tribute to the late Philip Verellen, and it was treated more as a 'showroom' example, although fully operational. The car has been taken out on track once or twice a year for a warm-up, the last occasion being only a few months ago for an article on both Belga cars. Apart from that, the Audi has been started occasionally and driven a short distance to keep it in good health.

This historic car is offered with various articles relating to race victories and especially the 1991 championship win; a selection of period photographs (digital); a file of restoration photographs; and a 2102 valuation report confirming its condition. A unique opportunity to own a Belgian championship winning Procar.

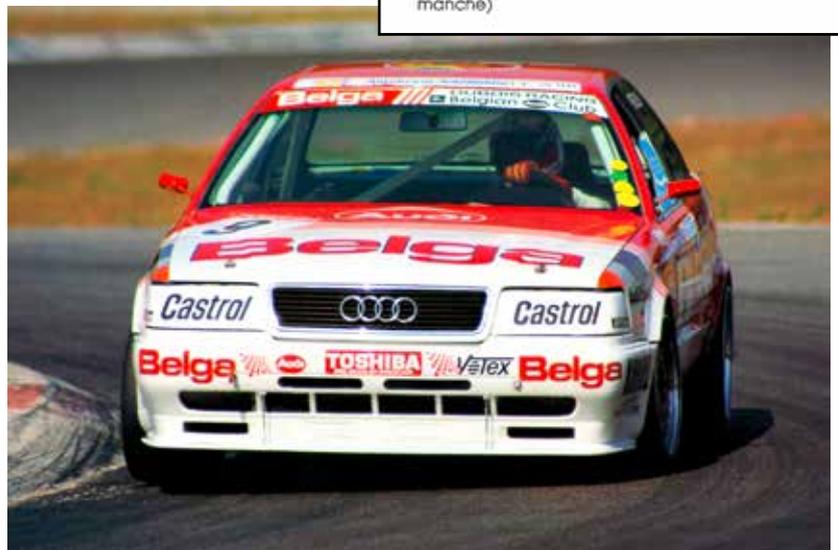
€75,000 - 95,000





Palmarès

- 2ème Volant Belga en 1985.
- 1er Volant Belga en 1986 avec Belga BMW 325i Juma (Production).
- 3ème Championnat de Belgique Production en 1987 avec Ford Sierra Cosworth Innara.
- 8ème 24 Heures de Francorchamps en 1987 avec BMW 635csi (Duez - Van Hove)
- 4ème Championnat de Belgique Production en 1988 avec Ford Sierra Cosworth Innara.
- 24 Heures de Francorchamps avec Toyota Supra Turbo R.A.S. (Bachelart - Thibaut) en 1988.
- 3ème Championnat de Belgique Production en 1989 avec Ford Sierra Cosworth Semoulin.
- 5ème 24 Heures de Francorchamps en 1989 Gr. N (Semoulin - Bourgoigne).
- 3ème Championnat de Belgique du Procar en 1990 avec Belga Audi Quattro V8.
- Champion de Belgique du Procar en 1991 avec Belga Audi Quattro V8:
 - 3ème New Race Festival Zolder (1ère manche)
 - 2ème New Race Festival Zolder (2ème manche)
 - 3ème Francorchamps Ferrari Days (1ère manche)
 - 1er Francorchamps Ferrari Days (2ème manche)
 - 3ème Belga Trophy Ciney (1ère et 2ème manche)
 - 1er Truck Race Zolder (1ère et 2ème manche)
 - 3ème Francorchamps finale Procar (1ère manche)
 - 2ème Francorchamps finale Procar (2ème manche)







49

1976 PORSCHE 934/5 KREMER GROUP 4 COMPETITION COUPE

Chassis no. 930 6700478

- Rare Porsche competition model
- Ex-Porsche Kremer and Edgar Dören
- Stored for many years
- Raced in modern historic events







Following the cancellation of its Can-Am racing venture at the end of 1983, Porsche turned to its 911 road-car as the basis for a new competitions programme, masterminded by Dr Ernst Fuhrmann. Suitably modified, the production 911 had become a favourite with privateer entrants in the GT class, but for ultimate success something much more highly developed would be required.

The factory' first step along this road would be the RSR, based on the production Carrera RS. The latter's 2.7-litre engine was enlarged to 2.8 litres, lightweight body panels were used, and with 315bhp on tap the factory RSRs immediately proved competitive at World Championship level. Driven by Peter Gregg and Hurley Haywood, an RSR won at Daytona in March 1973, and then two months later the same car was driven to victory in the Targa Florio by Herbert Muller. By the season's end Porsche had won the first European GT Championship with the RSR.

Development of the RSR had involved extensive revisions to the stock 911's aerodynamics, resulting in the adoption of a deep front air dam and 'duck tail' rear spoiler, and these devices would undergo dramatic increases in size as development progressed.

With the regulations for international sports car racing about to change, Porsche sought to exploit the new rules by applying the turbo-charging technology it had developed for the Type 917 Can-Am cars: the result was the Turbo-Carrera. Running in the prototype class, a factory Turbo-Carrera finished 2nd overall at Le Mans in 1975, hinting at what was to come. When the FIA finally agreed the new formula for 1976 (one year late) it comprised three distinct categories: Group 3 (mass production); Group 4 (limited production); and Group 5 (extensively modified). It would be Group 5 that gave Porsche the opportunity to demonstrate its imagination and engineering prowess to the full as it developed a succession of exotic prototypes retaining only the most tenuous of links with the production 911.





For Group 4 competition Porsche offered the suitably modified Type 934 customer car, while for Group 5's 'silhouette formula' the factory developed the Type 935. Despite a season of mixed results, the highlights of which were wins at Mugello, Vallelunga, and Watkins Glen, plus 4th place at Le Mans, the World Championship of Makes was finally secured with victory in the final round at Dijon.

Capitalising on this brilliant success, Porsche proceeded to build a limited run of customer Type 935 cars for 1977. This would prove to be a shrewd move, for when the Martini-sponsored works team faltered, the customer 935s were there to pick up the baton, winning five rounds of the World Championship of makes in 1977 to the factory's four, making it a clean sweep for the Stuttgart manufacturer.

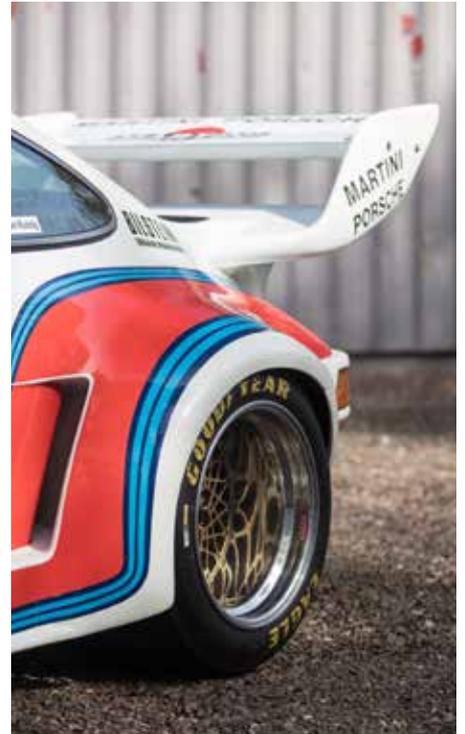
The 1977 Hockenheim round had been won by the Type 935 entered by the famous Porsche racing stable Kremer of Cologne, Germany, which was this car's first owner, as confirmed by its accompanying old ONS-Wagenpass issued on 6th October 1976. Its second owner was none other than respected German racing driver Edgar Dören, also known as 'Mr Porsche' for his affinity with the Stuttgart marque. Dören took part six times in the Le Mans 24 Hours and was a master of the gruelling Nürburgring Nordschleife, where he achieved numerous victories in endurance racing including one in the 1988 24 Hours race (paired with Gerhard Holup) in a 15-year-old Porsche 911 Carrera RSR against modern works cars.

There are only three races recorded in the original ONS-Wagenpass: the International ADAC-Eifelrennen at the Nürburgring on 1st May 1977; the Flugplatzrennen, Mainz-Finthen on 20th May 1977 (round 5 of the Deutsche Automobil-Rennsport Meisterschaft) and the 4th ADAC-Rundstreckenrennen at Diepholz Airport in Germany.





01



02



It is believed that the Porsche was then laid up, remaining unused for many years before being purchased by Professor Michael Rudnig. Professor Rudnig had the car prepared by respected German Porsche specialists PS-Automobile for his use in various historic races from 2006 onwards, for which a new DMSB-Wagenpass was issued in 2006. It is believed that, among other races, Rudnig campaigned the car in the 2008 AvD-Oldtimer Grand Prix at the Nürburgring and the FHR-Langstreckencup at Hockenheim in 2007. The latter was subject of an article in the German magazine Motor Klassik (December 2007 edition), in which Hans-Jörg Götzl vividly described the brutal force when the large turbocharger kicked in. Rudnig estimated the engine's power output to be in the region of 450bhp at 7,000 rpm.

Finished in the evocative Martini racing livery, the car is offered with the aforementioned ONS-Wagenpass; the DMSB-Wagenpass from 2006; and German Historic road-registration documents. An interesting purchase for the historic racer, and one eligible for numerous historic racing events.

€320,000 - 400,000

01 & 02
The 934/5 Kremer Group 4 at the FHR 100 Meilen Cup, Hockenheim, 2007





1977 VOLKSWAGEN T2 TRANSPORTER

Chassis no. 237 211 9186

- An original bus version of the Transporter
- Converted to serve as a historic racing support vehicle
- Fitted with a 2.1-litre, 110bhp engine
- Registered in Germany
- TÜV certificate valid until April 2019



As readily recognisable as the immortal 'Beetle' itself and a cult vehicle in its own right, the Volkswagen Type 2 Transporter and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floorpan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities. Engines grew in size and power while both handling and comfort improved as development progressed. By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide.

The vehicle offered here represents the Type 2 in its second generation, known to devotees as the 'Bay' after its wraparound windscreen, the split-screen original being known as the 'Splittie'. Although constructed along lines similar to those of the original, the newcomer was both longer and heavier than its predecessor, necessitating a larger engine of 1,584cc. In this form the Type 2 would remain in production until superseded by the 3rd generation in 1979.

Finished in the evocative Martini racing livery, this is an original bus version of the legendary Transporter, which has been modified to serve as a historic racing support vehicle. The side windows are covered with white adhesive sheets, which can be easily removed if the next owner so wishes. We have also been informed that, prior to the Transporter's conversion and repaint in white, the body was found to be largely rust-free.

The vehicle features a sunroof and tow-bar, and has been upgraded with a 2.1-litre T4 engine from a Porsche 914, which breathes via twin 40 mm carburetors and is estimated to produce a very healthy 110 horsepower. An invoice for €5,750 from Orratech Motorbau is offered with the car together with German registration documents and a TÜV certificate valid until April 2019. A most stylish and surprisingly quick mode of transport, and surely a welcome site at any historic race meeting.

€45,000 - 55,000



THE FOLLOWING 12 LOTS ARE OFFERED FROM
THE SWISS CASTLE COLLECTION



51*

1973 FORD MUSTANG CONVERTIBLE

Chassis no. 3F03Q185515

- Iconic American muscle car
- 'Cobra Jet' V8 engine
- Automatic transmission
- Registered in Switzerland



'The Mustang can be tailored to be anything from a gentle in-town ladies' car to an impressive 130mph highway performer. Undoubtedly its almost infinitely variable personality is one of the car's chief attractions...' - William S Stone, *'The Ford Mustang'*.

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent saviour of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance.

Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options, with the result that seldom are two Mustangs identical. The Mustang was enlarged and restyled for 1969 and again for 1971, the latter revamp resulting in a car lower, longer and wider than before. The next Mustang, introduced for 1974, would be a much smaller car with no convertible option.

This particular '73 Convertible has the most powerful of the four engines available: the 351ci (5.7-litre) 4-barrel 'Cobra Jet' V8 engine producing 248bhp, which is coupled to automatic transmission. The current owner purchased the Mustang new in the USA while he was a student there, and later brought it back to his home in Switzerland. Offered with Swiss Carte Grise. It should be noted that the speedometer is no longer original, having been changed one calibrated in kilometres.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€10,000 - 15,000
No Reserve



52*

1972 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. 7S7474SB

Body no. 4S2219

- Supplied new to the USA
- Manual transmission
- Registered in Switzerland



'The V12 E-Type was at its best as a long-distance, high-speed tourer. There were few cars which could match its top speed and 120/130mph cruising ability, even amongst the exotica from Italy, and none at all the silence and smoothness of its engine.' – Paul Skilleter, *The Jaguar E-Type*.

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version - the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car.

Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This Series III roadster despatched from the factory to the British Leyland distributor in New York, USA on 16th June 1972, and was originally finished in light blue with dark blue interior. Now fitted with a 'km/h' speedometer, the car has been restored by a specialist in Winterthur, Switzerland and is finished in metallic blue (a Mercedes-Benz colour) with original dark blue interior and black soft-top. Accompanying documentation consists of a Jaguar Heritage Trust Certificate and Swiss Carte Grise.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€40,000 - 70,000

No Reserve



53*

1981 MERCEDES-BENZ 500 SLC 'SUNROOF' COUPE

Chassis no. WDB10702612002730

- One owner from new
- Delivered new to Switzerland
- Circa 45,000 kilometres from new
- Registered in Switzerland



Introduced alongside the outwardly similar 380 SL roadster and SLC coupé models at the Geneva Salon in March 1980, the 500 SL and 500 SLC retained the Type 107 bodyshell first introduced in 1971/72 in virtually unchanged form, the most noticeable difference being the addition of a front spoiler. Built on a longer wheelbase, the coupé models accommodated two rear seat passengers and provided greater boot space than their open-topped siblings. The running gear followed Mercedes-Benz's established pattern, comprising all-independent suspension and four-wheel disc brakes, while a new four-speed automatic transmission was standard equipment.

The 500 SL and 500 SLC featured the all-alloy 4,973cc overhead-camshaft V8 engine that had debuted in the 450 SLC 5.0 of 1977. Lighter, more powerful and less thirsty than the old 4.5-litre iron-block V8, the 5.0-litre produced 240bhp at 5,000rpm, an output sufficient to propel the luxuriously-equipped yet lightweight 500 SL/SLC to 225km/h (140mph). With approximately the same amount of power on tap as the legendary 300 SL sports car, the 500 SL/SLC was both lighter and slightly quicker off the mark, though a little down on top speed when compared to its illustrious cousin.

Although shorter in the wheelbase than the superseded 450, the newcomers retained their predecessors' successful and long-established body style, which now featured aerodynamic spoilers at front and rear. The running gear too remained unchanged in essence, though improvements were made to the all-independent suspension and to the brakes, which gained larger pads and anti-lock as an option. As on the smaller models, four-speed automatic transmission was standard.

The previous auto 'box had disappointed some, but Motor magazine found the new version 'equal in the smoothness of its changes to anything achieved by Rolls-Royce or Chrysler in America'. Depending on the destination market, the inventory of standard equipment included central locking, electric windows, cruise control, headlamp wash/wipe, power steering, a limited-slip differential, and alloy wheels. The 500SL/SLC was not officially sold in the USA, though that did not stop would-be owners importing them privately. In 1989, after 17 years in production, the elegant Type 107 family was retired to the enduring regret of many Mercedes-Benz enthusiasts.

This 500 SLC coupé has had only one owner from new. It was originally registered to the vendor's company, and was used by him to travel to and from work. Finished in metallic blue with beige leather interior, the car was built to his special order, featuring air conditioning, heated seats and a sunroof in addition to the standard equipment. This 500 SLC has covered only 45,000 kilometres from new and has always been serviced by Hugo Erb AG, Mercedes-Benz agents in Winterthur, Switzerland. It is sold with Swiss Carte Grise and the original service book stamped at 43,910km (25/04/88) and 44,583km (22/02/95).

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€20,000 - 30,000
No Reserve



54*

1968 MASERATI QUATTROPORTE SPORTS SALOON

Coachwork by *Carrozzeria Frua*

- *Delivered new in Italy*
- *ZF five-speed manual gearbox*
- *Registered in Switzerland*

Chassis no. AM107 2170



'The Quattroporte is billed as the world's fastest sedan. It is a highly refined automobile with a four-passenger cruising capability in excess of 100mph, with enough attendant luxuries to compare favourably with non plus ultra of all luxury sedans, the Mercedes-Benz 600 and the Rolls-Royce Silver Shadow.' - *Car & Driver*.

Styled by Frua and introduced in 1963, the V8-powered Quattroporte (Tipo 107) was a landmark model for Maserati, being the Modena firm's first four-door saloon and its first car of unitary construction. Styled by Frua and introduced at the 1963 Turin Show, the Quattroporte was powered by a downsized - to 4,136cc - version of the 5000GT's four-cam V8 and beneath the skin featured independent front suspension and a De Dion rear axle, though the latter was replaced by a conventional elliptically sprung live axle in 1967, co-incidentally with the introduction of the 4.7 litre (Tipo 107/A) version. Car & Driver recorded a 0-60mph time of 8.7 seconds and wound their Quattroporte up to 120mph, estimating that there was another 10mph still to come, all of which was some going for a fully-equipped four-seater weighing close to 2 tons.

Swift and luxurious, the Quattroporte was necessarily expensive, with ownership confined to a relative handful of wealthy connoisseurs. Sales never reached the anticipated volumes, and by the time production ceased only 679 examples of the Quattroporte Tipo 107 and 107/A had been produced. The successor Quattroporte II deployed the V6 engine and front-wheel-drive package of the Citroën SM in a body by Bertone, but did not long survive Maserati's take-over by Alessandro De Tomaso. Its successor - the Ital Design-styled Quattroporte III - arrived in 1978.

Maserati V8 power was restored for this, the third of the line - the options being a 4.2 or a 4.9-litre unit - and the 'III' reverted to rear wheel drive using a lengthened Kyalami floorpan and all-independent suspension. The 'Quattroporte' name was revived for a fourth series in 1994. Of all the various models to carry the name, the first - Tipo 107 - Quattroporte is by far the most desirable and collectible.

One of the world's fastest luxury saloons of its day, this early Quattroporte Tipo 107 was completed on 20th March 1968 and delivered new to Savezzano, Italy. Originally finished in Grigio Flemington with white leather interior, he car is now metallic blue with beige interior following a full restoration commissioned by the owner and carried out by a garage in Winterthur, Switzerland. The owner purchased the Maserati from the gentleman who restored all his cars, but he has never driven it. Accompanying documentation consists of a Swiss Carte Grise and an email from Maserati confirming the car's provenance.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€40,000 - 70,000
No Reserve



55*

1970 JAGUAR E-TYPE SERIES 2 4.2-LITRE 2+2 COUPE

Chassis no. P1R 44176

Engine no. 7R 40201-8

- Delivered new to Switzerland
- Manual transmission
- Registered in Switzerland



There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for *Autosport* shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase. Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space, and optional Borg-Warner automatic transmission.

This Series 2 2+2 Coupé's accompanying Jaguar Heritage Trust Certificate reveals that it was built in left-hand drive configuration and delivered new to the British Leyland distributor in Switzerland. It was originally finished in British Racing Green with matching Suede Green interior, and equipped with the desirable manual gearbox. This E-Type was purchased by the current owner 25 years ago and is believed to have had only two owners from new. The accompanying service booklet was last stamped at 52,592 kilometres (in June 1989) and the current odometer reading is 53,224. Presented in highly original condition, the car is offered with a Swiss Carte Grise.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€30,000 - 40,000

No Reserve



56*

1971 MASERATI INDY AMERICA COUPE

Coachwork by *Carrozzeria Vignale*

Chassis no. AM116 1056

Engine no. MD 18427365

Body no. 200204

- *Delivered new in Switzerland*
- *One of 440 Indy 4.2-litre models*
- *ZF five-speed manual transmission*
- *Registered in Switzerland*



Maserati followed up its stunning, Ghia-styled Ghibli two-seater with the equally elegant Indy 2+2, though the latter, announced in 1968 and noteworthy as the first unitary construction Maserati, was the work of *Carrozzeria Vignale*. The Indy first appeared publicly in prototype form on Vignale's stand at the 1968 Turin Motor Show and was officially launched by Maserati at the Geneva Salon in 1969. Running gear was conventional, with independent front suspension, a live rear axle, and four-wheel disc brakes, while the power unit was - initially - the Modena firm's well-tryed, 4,136cc, four-cam V8, with 4.7- and 4.9-litre versions following. A ZF five-speed manual gearbox was standard, with a three-speed Borg Warner automatic available to special order.

With 260bhp on tap, the top speed of Maserati's luxury four-seater was in the region of 150mph, a figure the subsequent larger-engined versions improved upon. The sleek Vignale coachwork was so effective that the Indy was able to carry four people in relative comfort without impairing its performance as a sports car.

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

At the Turin Motor Show of 1970, a 4.7-litre version was announced, virtually identical to its predecessor apart from few minor styling changes. Power went up to 290bhp. Models destined for the North American market were renamed 'Indy America'. Part way through 1971 a 4.9-litre model became available, which was powered by a slightly de-tuned version of the Ghibli SS engine. In 4.9-litre form the Indy's claimed maximum increased to 320bhp, which pushed up its top speed to around 274km/h. From 1973 the '4900' was the only model on offer, its smaller siblings having been dropped. Power steering and air conditioning were standard on the '4900'. A total of 1,104 Indys of all types had been completed when production ceased in 1975, the split being 440/364/300 (4.2-litre/4.7-litre/4.9-litre).

A manual transmission example, this 4.2-litre Indy was completed on 27th July 1971 and delivered new to Chiasso, Switzerland. The car was originally finished in Blue Ischia with Senape leather interior, and is now metallic blue with beige interior. Accompanying documentation consists of a Swiss Carte Grise and an email from Maserati confirming the car's provenance.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€50,000 - 80,000

No Reserve



57*

1933 ROLLS-ROYCE 40/50HP PHANTOM II ROADSTER

Chassis no. 100PY

- Originally bodied as a limousine by H J Mulliner
- Delivered new to Sir Harley Hugh Dalrymple Hay
- Perfect for touring or the concours lawn
- Registered in Switzerland



Rolls-Royce's 'single model' policy had proved an outstanding success for the company, but immediately after the end of the Great War the recession in the motor trade prompted the introduction of a smaller, cheaper 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, and the advanced newcomer's arrival only served to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Introduced in 1925, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later four-wheel-braked Silver Ghost, and would continue fundamentally unchanged until the arrival of the Phantom II brought with it an entirely new frame.





Reputedly the last model that Henry Royce designed himself, the Phantom II was announced in September 1929 with deliveries commencing immediately. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained but the combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI. The result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork.

Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day and this example was originally bodied with enclosed limousine coachwork by H J Mulliner.

Built on the long chassis, '100PY' was delivered to Car Mart Ltd of Park Lane, London W1 on 17th November 1933 for their client, Sir Harley Hugh Dalrymple Hay, who is listed as first owner on the copy chassis cards. Only one additional owner is listed: Messrs Dottridge Bros Ltd of London N1 (from 12th December 1947). It is not known when the car acquired its current roadster-with-dickey-seat body.

Formerly the property of a hotel, which used it for transporting guests, the Phantom was purchased by the current vendor from a friend of his. A matching-numbers example, this lovely Phantom II is eminently suitable for touring in style and any number of prestigious concours events. Accompanying documentation consists of copy chassis cards and Swiss registration papers.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€80,000 - 120,000
No Reserve



58*

1921 ROLLS-ROYCE 40/50HP SILVER GHOST PHAETON

Chassis no. 33NE

- Delivered new to Stockholm, Sweden
- Believed bodied in Sweden
- An older restoration
- Present ownership for 20 years
- Registered in Switzerland



'The directors were obviously as impressed with the car as the public were when they first saw it displayed... the company's future, based upon Royce's intuitive design genius and the uncompromising standards of workmanship he set, clearly lay in the rapidly expanding area of luxury cars...' – Edward Eves, *'Rolls-Royce, 75 Years of Motoring Excellence'*.

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the Pall Mall Gazette in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co. The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication.

A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort.

Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested. The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.





Copy chassis cards on file show that this Derby-built Silver Ghost O-series, chassis number '33NE', was delivered new to Wiklunds, the Rolls-Royce agent in Stockholm, Sweden. No body manufacturer is recorded on the cards, and the 'Complete Car Delivered' section is blank, so it must be presumed that the chassis was intended for bodying locally. The first owner is recorded as Mr Knut Johansson of Strandvagen, Stockholm but the car's subsequent history is not known.

The current vendor purchased the Silver Ghost at a UK auction in 1997; the car had been restored by the previous owner, who had kept it for some 30 years. Offered with copy chassis cards and Swiss registration papers, '33NE' represents the ultimate in Vintage motoring. Tonneau covers for the front and rear compartments are included in the sale.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€100,000 - 150,000
No Reserve



59*

1971 LAMBORGHINI ESPADA SERIES II COUPE

Coachwork by *Carrozzeria Bertone*

Chassis no. 8346

Engine no. 40551

- *Supplied new to Iran*
- *More powerful Series II model*
- *Present ownership for 26 years*
- *Registered in Switzerland*



'*Carrozzeria Bertone* unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar.' – David Hodges, '*Lamborghini – The Legend*'.

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.

Ferruccio Lamborghini's first production car, the Touring-styled 350GT, had debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile designers, the 350GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, housed in a chassis penned by Gianpaolo Dallara.





The 350GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time; but to compete with his Maranello rival's larger models, Lamborghini needed a nominal four-seater and the 4.0-litre 400GT 2+2 duly appeared in 1966. Despite its novice status as an automobile manufacturer, Lamborghini had quickly dispelled any lingering doubts about its ability to compete with the world's best Gran Turismos.

Named after a matador's sword, the Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-litre, four-cam V12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame.

Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements and a restyled front grille. Espada production ceased in 1978 after 1,217 of these most imposing cars had been built.

Built to production number '473', chassis number '8346' was delivered finished in Verde Pallido with Verde leather interior. It was supplied new to the Lamborghini dealer, Sartippour in Teheran, Iran, some eight years before the revolution that would sweep away the Shah and establish the Islamic Republic. The previous owner gave this Espada to the current owner around 26 years ago. It was restored some years ago by a garage in Winterthur, Switzerland and is currently finished in blue metallic (a Mercedes-Benz colour) with beige leather interior. Sold with Swiss Carte Grise.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€70,000 - 110,000

No Reserve



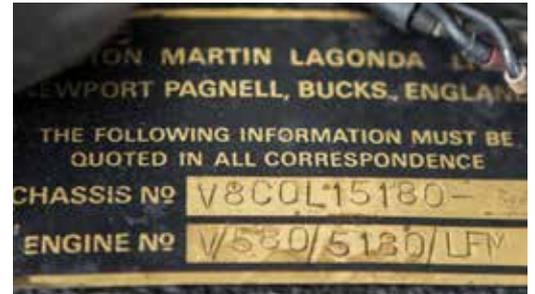
60*

1980 ASTON MARTIN V8 VOLANTE

Chassis no. V8COL15180

- *Delivered new to the USA*
- *Desirable five-speed manual transmission*
- *Registered in Switzerland*





'It's not by any means the world's most expensive drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable.'
- *Fast Lane*.

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-litre six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969.

With an estimated 315bhp available from its 5,340cc 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.

After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.





Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version.

Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

An original left-hand drive model equipped with the desirable five-speed manual gearbox, this V8 Volante was delivered new in June 1980 to Aston Martin Lagonda Inc in the USA. Its original colour scheme was Madagascar Brown with fawn interior and matching soft-top. The current owner purchased the Volante in 1992.

Restored and repainted some time ago by a specialist in Winterthur, Switzerland, the car is now finished in metallic blue (a Mercedes-Benz colour) with beige interior, and has been fitted with a 'km/h' speedometer. Accompanying documentation includes a BMIHT certificate and a Swiss Carte Grise.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€90,000 - 140,000
No Reserve





61*

1969 MASERATI GIBLI SS 4.9-LITRE COUPE

Coachwork by *Carrozzeria Ghia*

Chassis no. AM115/49 1082

- *Delivered new to Italy*
- *ZF five-speed manual gearbox*
- *Registered in Switzerland*





'It differs from many cars of similar performance in that it is equally as suited to going to the opera as blasting down to Palermo on the Autostrada.' – *Road & Track*.

A strong contender for the 'most handsome car of the 1960s' title, Maserati's Ghibli debuted in coupé form at the Turin Motor Show in November 1966. Styled at *Carrozzeria Ghia* by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and, arguably, looks. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tyres did not foul the wheelarches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli's contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live rear axle form. Perhaps surprisingly, the Ghibli set-up used leaf springs and a single locating arm in preference to the more complex suspension arrangements favoured by its rivals. The power unit was Maserati's venerable, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT.

This was used in 4.7-litre form up to 1970 when it was superseded by the 4.9-litre 'SS' version in order to meet ever more stringent emission laws. The gain in horsepower was minimal but in either case performance was stunning, with 100mph (160km/h) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari 'Daytona' and represents exceptional value for money today, just as it did 50 years ago.





The Ghibli SS offered here was completed on 24th April 1969 and delivered new to Castiglione delle Stiviere, Italy. Acquired by the current vendor around 25 years ago, it was originally finished in Rosso Capannelle with Senape leather interior. The car is now metallic blue with beige interior following a full restoration commissioned by the owner and carried out by a garage in Winterthur, Switzerland. Ready to form the centrepiece of any collection, this beautiful and rare Ghibli SS comes complete with tool kit and spare wheel, and is offered with a Swiss Carte Grise and an email from Maserati confirming its provenance.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€100,000 - 150,000

No Reserve





62*

1958 MERCEDES-BENZ 300 SL ROADSTER

Chassis no. 198.042.8500327

Engine no. 198.980-8500335

- Imported from the USA to Germany
- Matching numbers and colours
- Present ownership for circa 20 years
- Registered in Switzerland









Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300 SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300 SL was on its way to becoming part of motor sporting legend. The Mercedes-Benz importer for North America, Max Hoffman, believed there would be a market for a road-going version, and managed to convince the factory that such a car would be a success.

The first racers were open-topped but before the '52 season's end the distinctive gull-wing doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the gull-wing doors.

Launched in 1954, the production 300 SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear.

Tested by the highly respected American magazine *Road & Track* in 1955, the 300 SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph: outstanding figures for its day. It was, arguably, the world's first supercar. Half expecting the long-awaited 300 SL to provide an anti-climax, *R&T* were delighted to find the new car, 'far beyond our wildest expectations. In fact, we can state unequivocally that in our opinion the 300 SL coupé is the ultimate in an all-round sports car. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible.

Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300SL can make a very acceptable showing in any type of sports car competition. Yet the car is extremely tractable and easy to drive in traffic. Comfort? The fully enclosed 300SL is the most comfortable (and safe) high-speed 'cross-country' car built today.' Its racing parentage notwithstanding, the 300SL was and remains a thoroughly practical automobile, as civilised in city driving as it is exhilarating on the highway.

Clearly the 300 SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners.





Built with conventional doors, the 300 SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'jet set' including royalty, actors and socialites.

The production of an open 300SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles. The 300 SL Roadster sold well for a car that cost more than a Ferrari 250 GT California Spyder, and would out-live the 300 SL Coupé by several years.

The Roadster's neutral steering characteristics received fulsome praise from *Road & Track* in its 1958 road test. 'With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard.'

A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300 SL Roadster one of the fastest convertibles of its time. *R&T* concluded: 'There is no doubt that the 300 SL roadster is a truly great dual-purpose sports car, equally at home in traffic and the open road, or on the track,' words that remain equally true today. Roadster production ceased in 1963 after 1,858 cars had been built, and today the model is both rare and highly sought after.

The iconic 300 SL roadster offered here imported from the USA to Hamburg, Germany by a Mr Mayer who gave it to the current owner around 20 years ago. Restored while in Mr Mayer's possession, the car has not been run for the last two years but nevertheless appears in generally good cosmetic condition, both inside and out. Finished in silver grey with red interior and black soft-top, it comes with a Swiss Carte Grise and an email from Mercedes-Benz confirming matching numbers and colours.

A beautiful example of the iconic 300 SL in roadster form, this is a highly desirable motor car that would make an exhilarating yet extremely practical touring companion. Indeed, there cannot be many better ways of travelling to a classic event, taking part and driving home.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€600,000 - 800,000

No Reserve





1978 JEEP CJ-5 4X4

Chassis no. J8F83AH042831

- Restored and upgraded in the USA
- Top-of-the-range 304ci 150bhp V8 engine
- Three-speed manual transmission
- Recently serviced
- Versatile 'go anywhere' vehicle



Although forever associated with Willys-Overland, the original Jeep was developed by American Bantam. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype Jeep was up and running by 1940. The Pentagon, though, doubted the firm's ability to meet the military's post-Pearl Harbour demands, so the major contracts went to Willys and the Ford Motor Company. Produced by the million, the Jeep saw service in every theatre of WW2 and continued in military service for several decades thereafter.

Marketed as the ideal work vehicle for farmers, construction workers, and other trades, the first civilian Jeep - the 'CJ-2A' - was introduced by Willys in 1945 boasting a host of refinements that its military counterpart lacked. The succeeding CJ-3B version was distinguished by a four-cylinder 'F-head' engine, replacing the original 'flathead' four, and then in 1954 came what many regard as the definitive civilian Jeep: the CJ-5. Longer and wider than its predecessors, the 'round-fender' CJ-5 was based on the Korean War M-38A1. Under new owners Kaiser, and from 1970 American Motors Corporation, the CJ-5 would remain in production for a remarkable 30 years.

Delivered new in the USA with the 304ci (5.0-litre) V8 engine and the three-speed manual transmission, this CJ-5 was acquired by its previous owner in the early 2000s. This Jeep enthusiast treated the car to an extensive restoration, during which it received new paint, a new interior, a new soft-top, and a mechanical overhaul. Later on the owner decided to incorporate various improvements. Ground clearance was increased by using 'rough country' suspension components, and the Jeep also received new 33" 'mud country' tyres mounted on American Racing wheels. Once the CJ had been lifted, it received exhaust and intake snorkels, allowing it to negotiate water depths of 1.2-1.5 metres. The Jeep was also equipped with a heavy-duty competition-series T-Max winch fitted to the front bumper, ensuring that even in the most extreme circumstances it would never get stuck.

A V8 model rarely seen in Europe, this CJ-5 was purchased by the vendor in Florida in 2016 and subsequently imported into Belgium. The vehicle then received a service including replacement of all fluids, as well as an overhaul of the steering and rear axle (invoice on file). In its current configuration, this CJ-5 offers exceptional usability and driveability; its impressive engine produces plentiful torque, enabling the Jeep to be driven and enjoyed in the most extreme circumstances as well as on casual family trips on scenic back roads.

€20,000 - 25,000
No Reserve



1992 JAGUAR XJ-S V12 CONVERTIBLE

Chassis no. SAJJNADW4EP184908

- *Delivered new to Belgium*
- *One owner from new*
- *Circa 81,500 kilometres from new*
- *Beautiful colour combination*



Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph (240km/h) performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style Cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof.

Essentially an exercise in niche marketing to test public reaction, the Cabriolet was entrusted to outside specialist contractors for construction, with bodysells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996.

This beautiful XJ-S V12 Cabriolet was bought new by the current owner from Jaguar Vernaevae in Ghent, Belgium. As one would expect of a one-owner car that is still registered and driven, the Jaguar has always been well looked after and is presented in original and untouched condition - 'dans son jus' - having covered fewer than 82,000 kilometres from new. Apart from the installation of a more modern radio, no modifications have been carried out.

€28,000 - 36,000

1988 FORD SIERRA RS COSWORTH

Chassis no. WF0EXXGBBEGG36522

- *Delivered new to France*
- *Three owners from new*
- *Very well maintained*
- *Fully documented*
- *29,307 kilometres recorded*



The introduction of the Sierra in 1982 required a serious marketing boost, so it was the obvious choice to become the platform for Ford's new competition aspirations. It was rear wheel drive, had good aerodynamics, albeit being prone to lift at high speeds and it was available as a three-door. The new body kit and rear spoiler would sort out the lift issues later but, more importantly, Ford still needed to build 5,000 units for homologation, somewhat worrying when Turner's initial approach to the dealer network came back with an estimate that suggested they could sell around 1,500 units! The Sierra Cosworth comfortably exceeded Ford's best expectations and it went on to become one of the most successful Touring Car racers of all time, winning races all over the world.

Assembly of the minimum 5,000 units required for Group A homologation commenced in June 1986 at the company's Genk plant in Belgium. Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time the latter combination had been seen in a production Ford engine.

Topping it off was a Cosworth developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim, the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo-lag. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope.

Built indeed in the Ford Genk factory in Belgium, this Sierra RS Cosworth was first delivered in France on April 25, 1988 by the official Ford dealer Durruty in Bayonne. Its first owner, Mr. Pourvahab, a business man living in Biarritz, paid a total of FF 175,000 for the car, and took delivery on a temporary registration to drive it home (original invoice and registration certificate on file). Six weeks later, the car was registered by its owner in Biarritz, at a time it also received the anti-theft engraving required by the insurance company to grant coverage (certificate on file).

The first owner will take great care of the car during more than 20 years, covering exactly 28.732 km (see original bill of sale on file). The next owner, M. André Lenoir of Berre-l'Etang (Bouches-du-Rhône), registered the car in February 2009 and will keep it for the next 7 years.





The car will be kept in excellent storage conditions and will seldom be driven (the MOT report of 2015 indicates a mere 29.217 km). Finally, in 2016, the car will join the stable of a reputed Belgian collector who maintained the car without driving it. Today, the car still sports the French registration from its second owner in the department of the Bouches-du-Rhone (308 BTS 13) and the odometer reads 29.307km.

The current condition of the car is a testimony to the great care it has enjoyed all its life. The interior shows nearly any sign of wear and the original "Zandvoort Blue" exterior color presents beautifully. All books and manuals are present, including the very rare "Sierra Cosworth RS" supplement to the normal Sierra handbook. The car is described as in generally excellent condition and runs extremely well.

Sierra's RS Cosworth have always been coveted cars, with record breaking numbers of theft reported in their early days. Today, they are very sought after by discerning collectors, especially when presented in original, unmolested condition with clear history records. Whether it is about provenance, originality or condition, this stunning Sierra RS Cosworth ticks all the boxes.

€45,000 - 65,000



Ex-Simon Hadfield, Peter Austin, Michael Schryver,
Christophe Van Riet

1965 LOTUS ELAN TO 26R FIA SPECIFICATION

Chassis no. 26/4839

- Extensively prepared to 26R Specifications by Gipimotor
- Rebuilt during 2009-2010
- Full FIA papers valid until 2026
- Road registered
- Extensive history file with invoices and race results
- Race ready, very competitive and eligible for many prestigious events such as Tour Auto, Spa 6 Hours, Le Mans Classic, Masters series, etc



An Elite-type glassfibre monocoque having proved insufficiently rigid when applied to an open car, Lotus boss Colin Chapman came up with a simple but effective steel backbone frame for the company's new Elan sports car. Launched in October 1962, the Elan was available as a complete car or a kit at reduced price. Suspension was independent all round with unequal-length wishbones at the front, while a wide-based lower wishbone and modified Chapman Strut, – as used in Lotus Grand Prix cars, –was employed at the rear. Triumph Vitesse rack-and-pinion steering was used and there were Girling disc brakes all round. The Elan's engine was a highly modified 1,498cc (later 1,558cc) Ford Cortina unit incorporating Lotus's own twin-camshaft cylinder head, and both the gearbox and differential came from Ford. Introduced in November 1964, the Series 2 featured numerous detail styling changes and improved brakes.

As one would expect, given its background and specification, the Elan proved to be a highly capable circuit racer. Capitalising on the numerous successes achieved by privately entered cars, Lotus introduced their own version - the '26R' - in 1964. A stiffened chassis, up-rated suspension, wider wheels, lightweight coachwork, and a BRM-built engine were among the many features distinguishing the 26R from its road-going counterparts.

Some of the top Grand Prix drivers of the day were associated with the Elan 26R including Jim Clark, Jackie Stewart, Jochen Rindt, Stirling Moss, and Jackie Oliver. In UK club racing its foremost exponent was John Miles, who won every race at the Goodwood Easter meeting in 1966 driving a Willment-entered example. The factory's record keeping was less than perfect and so it cannot be known for certain how many 26Rs were produced, the official figures being 52 1st-series cars and 45 of the Series 2. Approximately 30 genuine examples are known to survive.

Offered here is an original Lotus Elan Series 2 roadster that has been converted to 26R specification for historic racing. Originally built by its owner, Simon Hadfield, the Elan was owned in 1992 owned by Peter Austin, who registered it with the Historic Sports Car Club (see Vehicle Identity Form dated June 1992 on file). This form also lists Simon Hadfield and Michael Schryver as previous owners, both of whom are believed to have raced the car previously. The Elan was then owned by a Mr Marshall until it was sold in March 1996 and exported to Germany for competition use.

In 1997, the car was registered by Georg Rudolf Penzkofer, and stayed in Germany until 2006. Later it came to Belgium and in 2008 was bought by Christophe Van Riet, well-known historic car racer and owner of Brussels-based Gipimotor.





'26/4839' competing in the Dutch NK HTGT, Francorchamps 2015

Van Riet then had the car rebuilt for his personal use by Gipimotor to maximise its potential, exclusively using parts supplied by marque specialists Tony Thompson Racing (TTR). Specification highlights include a strengthened lightweight body, 26R chassis, fully adjustable TTR suspension (with race/rally settings); full 26R/TTR cooling system; TTR straight-cut close-ratio gearbox; 80-litre fuel cell; two FIA-specification Tillett racing seats; FIA plumbed-in fire extinguisher; TTR Salisbury heavy-duty 4.12:1 differential and driveshafts; lightweight hubs; and 13" magnesium alloy wheels shod with Avon road-racing tyres. The car has a very strong 1,588cc engine, dynamometer tested at a reliable 175bhp, which has been run for less than 10 hours since being rebuilt. Over €60,000 was invested in this Elan, and since the rebuild's completion in 2010 it has proven very competitive, securing some excellent results for Van Riet, including a 4th place finish in 2011 in the Spa Summer Classic.

In 2014, the Lotus was purchased by the current owner, who has raced it only occasionally and left it in the same specification as prepared by Van Riet. Fresh FIA homologation has been obtained, which is valid until 2026. A service was carried out in September 2016 (see invoice for €4,200 on file) and the car has only been driven some 20 kilometres since. Presented in generally very good condition, both inside and out, it is 'on the button' and ready to race.

Accompanying documentation consists of sundry invoices and receipts; various race results and period photographs; extensive correspondence with Tony Thompson Racing; various Tony Thompson Racing price lists; RACB Attestation; fuel cell certificate (valid until 2019); old German Fahrzeugbrief (copy); Historic FIA-papers (1992 and 1997); HSCC Vehicle Identity Form (1992); FIVA Identity Card (2008); photographs of the engine overhaul; and an FIA Historic Technical Passport for GTS 10 valid until 2026. The car also comes with a reprint of Mike Taylor's book 'Lotus Elan - The Complete Story'. A spare radiator, spare exhaust, and a quantity of tyres are all included in the sale.

A competitive car and potential GTS 10 class winner in the right hands, this Elan is eligible for a wide variety of race championships including Masters, GT & Sports Car Cup, Peter Auto Le Mans Classic, Tour Auto, Modena Cento Oro, and Legendary Circuits, as well as prestigious events like the Le Mans Classic, Spa 6 Hours, Silverstone Classic, Zandvoort Historic Grand Prix, Copenhagen Historic Grand Prix, Angoulême Circuit des Remparts, etc. Road registered, this car comes with Belgian registration documents.

€75,000 - 105,000



67

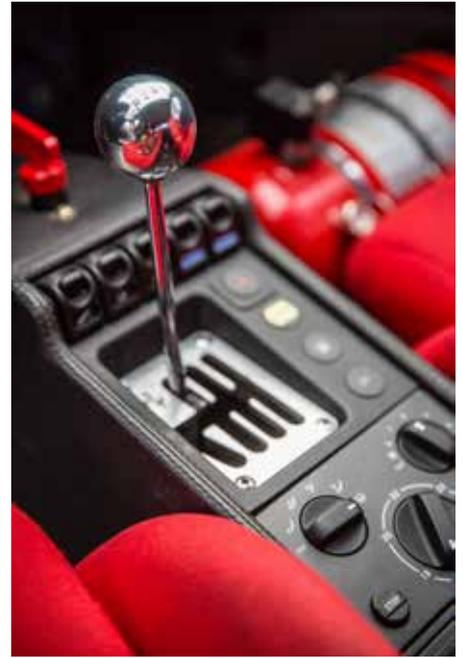
Delivered new in Belgium via Garage Francorchamps

1996 FERRARI F355 CHALLENGE COUPE

Chassis no. ZFFPR42B000104539

- One of 108 Ferrari 355 Challenge examples
- Raced in the Ferrari Challenge in 1996, 1997, and 1998
- Two owners from new
- 13,460 kilometres on the odometer
- Last serviced in 2015 (at 13,417 kms)





'Complex, sophisticated, and very fast, it is the quantum leap that has enabled the Ferrari V8 to run in proud parallel with the 456GT and 550 Maranello,' enthused Car magazine's review of the F355. First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mould of that great drivers' car, the Dino 246GT. Just how great an advance it was may be gauged from the fact that the F355's best time around Ferrari's Fiorano test track was three seconds quicker than the formidable 512TR's.

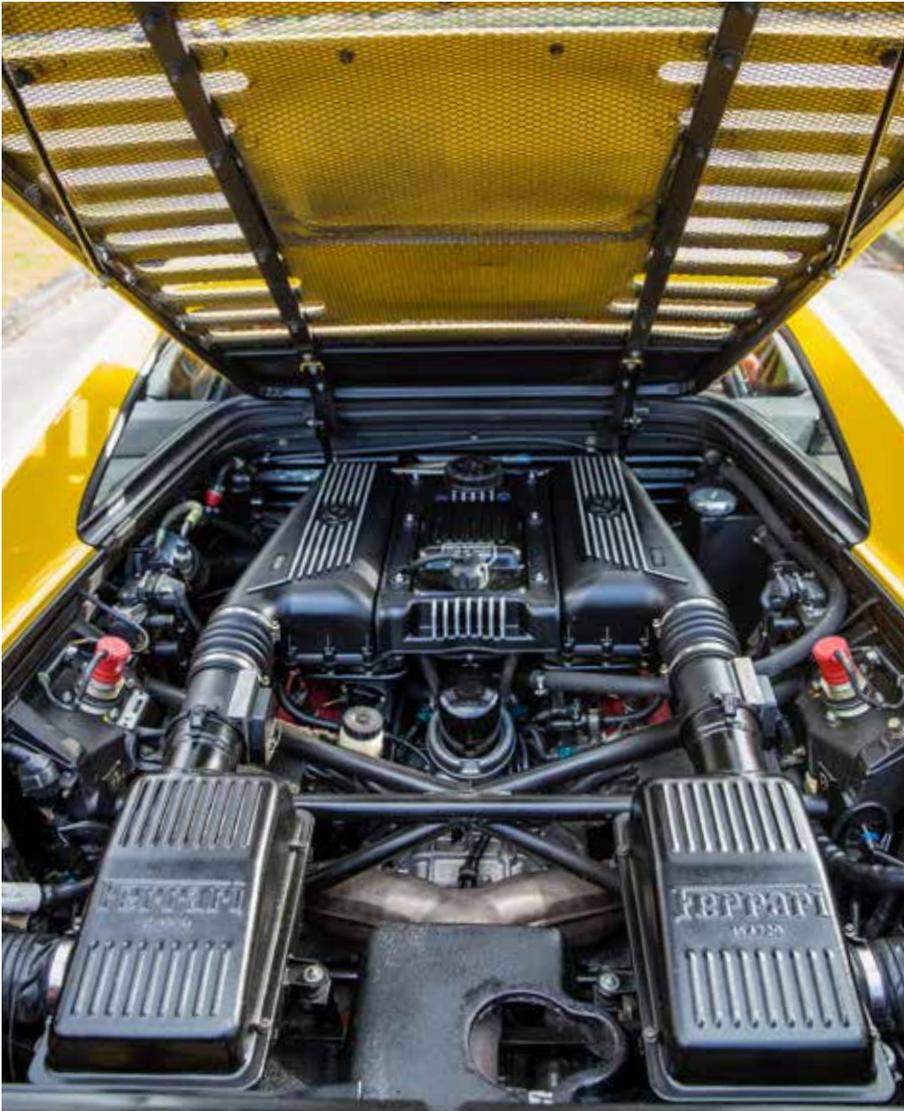
Despite its prodigious performance the F355 was no mere 'racer on the road', but a thoroughly modern automobile employing state-of-the-art technology - in the form of computer-controlled variable damping - to reconcile the differing requirements of ultimate roadholding and acceptable comfort. A light-action clutch, proportional power-assisted steering, and driver's air bag were other features calculated to make the car reassuringly user-friendly.

The heart of the F355 though, was its phenomenal 3.5-litre V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 370bhp at 8,250rpm, with 268lb/ft of torque available between 5,000 and 6,500rpm. A six-speed manual gearbox, mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

Testing an F355 in 1994, Autocar achieved a top speed of 173mph (278km/h), with the 0-60mph dash covered in 4.3 seconds. 'The F355 is, we're certain, a landmark car for Ferrari,' declared the esteemed British motoring magazine. 'Not only is it good enough to tear down the walls of the class you think it should be in and cause deep blushes throughout the one above, but it is also the best sports car Ferrari has turned out since the 246 GT Dino some 30 years ago.' Praise indeed.







In 1995, Maranello introduced the F355 Challenge for use specifically in the 'Ferrari Challenge', a one-make race series that had been created in 1993, initially for owners of the 348 Berlinetta.

For the F355 Challenge, Ferrari made available a kit of racing parts (costing some \$30,000), which would be supplied to authorised dealers for fitting to customers' standard road-going F355s. Alternatively, Challenge cars could be ordered fully finished from the factory.

The Challenge model's additions/modifications included a lightweight exhaust system; competition steering wheel; rear wing; competition clutch; Brembo 14" brakes (F40 type); Speedline 18" magnesium-alloy wheels; Pirelli racing slicks; solid suspension bushes and competition springs; brake cooling ducts at front and rear; upgraded radiator cooling fans; manual fan control; a roll cage; and all the usual safety equipment. No engine tuning was allowed (the engines were sealed) apart from that achieved by using the kit exhaust. In total, 108 F355 Challenge models were produced before the Ferrari Challenge series switched to the F360 in 2000.

This particular F355 Challenge was delivered new to Belgium in March 1996 via Garage Francorchamps to a Mr Pinchart. We are advised that it is a factory-built example, and not a kitted road car. This F355 participated in the Ferrari Challenge Europa Pirelli Trophy championship in 1996, 1997, and 1998 with Mr Pinchart driving for the Garage Francorchamps team.

Currently displaying a total of only 13,460 kilometres on the odometer, this Challenge has had only two owners from new and is presented in 100% original condition. The last major service was carried out in 2015 (at 13,417 kilometres). Accompanying documentation consists of a history file documenting the car's racing career, including photographs, and a file of invoices.

€150,000 - 200,000



1956 AUSTIN-HEALEY 100M 'LE MANS' ROADSTER

Chassis no. BN2-L/232878

- One of only 640 factory-built 100Ms
- Original left-hand drive car
- Restored by JME Healeys circa 1992
- Present ownership for 18 years



Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburettors plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.

From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, stiffer front anti-roll bar, special Armstrong front dampers and a louvred bonnet. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 200km/h.

The number of BN1s converted by their owners is unknown, but 1,159 cars, mostly BN2s, were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA.

This example, chassis number 'BN2-L/229932', is a desirable factory-built 100M, which was completed on 31st May 1956 and shipped to Iceland. The latter may seem an unlikely destination for an Austin-Healey, but it should be remembered that the USA maintained a military base on the island from WW2 until 2006. Most likely it was ordered by an American serviceman and taken back to the USA when his posting came to an end. Whatever the case, the Healey later went to the United States' East Coast. The car was delivered finished in Ivory White over black with black interior trim, and left the factory equipped with a heater, laminated windscreen, and louvred bonnet.







In 1988 the Healey was exported from the USA to Switzerland, and in 1992 the then owner commissioned the UK-based marque specialists, JME Healeys to carry out a ground-upwards restoration. The rebuild is reputed to have cost approximately £46,000, though there are no bills available. In 1998 the Healey was sold to German resident, Peter Groh, who resold the car a couple of months later to the present (German) owner's family, since when it has covered some 17,000 kilometres.

Recent works, carried out in 2016, include a full overhaul of the carburettors, a partial repaint, cleaning and rust-proofing the underbody, overhauling the brakes, and renewing the anti-roll bar bushes. Noteworthy upgrades include alternator electrics, halogen headlamps, and a Moto-Lita steering wheel.

We are advised that the engine runs very smoothly, the gearbox shifts precisely, the overdrive is working, and that the car drives exceptionally well. The bodywork has been very well maintained, and the interior is in a patinated but well-preserved condition. A set of side screens, matching the soft-top, is included in the sale.

The accompanying history file contains a reproduction Austin-Healey 100 handbook, digital photograph file, BMIHT Certificate, 100M Register Certificate, recent maintenance bills, German Fahrzeugbrief and TÜV. A rare opportunity to acquire one of these much sought-after Austin-Healey 'Le Mans' models.

€160,000 - 190,000





69

Formerly the property of Jürgen End

**1964 ALFA ROMEO GIULIA TI SUPER
COMPETITION SALOON**

Chassis no. AR 595241

Engine no. AR00502-A 18975

- One of only 501 built
- Delivered new in Italy
- FIA and FIVA papers





The Giulia TI (Turismo Internazionale) was Alfa Romeo's flagship high-performance saloon in the 1960s. Introduced in 1962 and outwardly almost indistinguishable from the outgoing 1.3-litre Giulietta, the Series 101 Giulia boasted a more powerful and much less fussy 1,570cc engine in addition to welcome improvements to the previously feeble heating arrangements. Despite their boxy, unitary construction body, the Giulietta and Giulia were paragons of aerodynamic efficiency and possessed a distinctly sporting nature, the 92bhp produced by its classic, twin-cam, four-cylinder engine making the Giulia TI a genuine 100mph car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - apart from early cars - disc brakes all round.

Announced in April 1963, the Giulia TI Super was a lightweight and more powerful 'homologation special' built for international touring car racing, only 501 of which were produced. Alfa Romeo missed the deadline for 1963 homologation, so the TI Super was forced to compete in the Gran Turismo class that year before being accepted for touring car racing in 1964. Giulia TI Supers were the overall and class winners of many international and national circuit races and rallies, while one driven by Fernand Masoero and Jean Maurin finished 5th overall in the 1963 Tour de France, winning its class.

The racing version of the Giulia TI Super was, as usual, the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo.

Chassis number '595241' was delivered new to one Julio Stagna in Rome, Italy on 9th May 1964. In December 1972 the Alfa was registered in Trieste, still belonging to Julio Stagna, and then in April 1973 passed to its second owner, Rolando Belasich. In November 1987 the car was registered to Emilio Gallavaglia in Milan, who was followed by Jürgen End of Heusweiler, Germany (from November 1999).

A racing driver, Jürgen End restored the Alfa Romeo and rebuilt it to FIA Appendix K, Period F (1962-65) specification. Issued in December 1999, its accompanying FIVA Identity Card states that the car has a removable roll cage and FIA approved seats and harness (all according to FIA Appendix K regulations) together with a modified engine, halogen main lights, Koni shock absorbers, sport springs, hazard warning lights, and no bumpers. In 2009 Jürgen End drove this car in the Tour Auto, and it is also eligible for many other prestigious motor sports events and series. Accompanying documentation consists of Austrian registration papers, FIA Historic Vehicle Identity Form, and the aforementioned FIVA Identity Card. A rare opportunity to acquire one of these highly desirable Alfa Romeo 'homologation specials'.
€90,000 - 140,000



70

**1965 JAGUAR E-TYPE 3.8-LITRE
SEMI-LIGHTWEIGHT COMPETITION
ROADSTER WITH HARDTOP**

Chassis no. 1E20319

- Built in 2011 by West Riding Jaguar
- Steel monocoque, aluminium outer panels
- Steel cylinder block
- Eligible for most pre-'66 GT series





'The career of the E-Type Jaguar in competition was an honorable one - although designed purely for road use, it proved to be one of the few cars able to offer a credible challenge to the mighty GTO Ferrari.' - Paul Skilleter, *Jaguar - The Sporting Heritage*.

Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961 in Tommy Sopwith's car, 'ECD 400'.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs).

In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp. The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.







The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Today, copies of these rare competition variants are among the most popular and sought after of all E-Type replicas.

This semi-lightweight E-Type was built by West Riding Jaguar in 2011 as a FIA-specification competition car to participate in pre-'66 GT races (FIA Class: GTS12, Period F, 1962-1965). Cars prepared by West Riding Jaguar had enjoyed considerable success in historic racing, so the company was well qualified to undertake such a conversion. The car offered here is based on a 1965 body tub, with the doors, rear wings, boot lid, and complete bonnet in aluminium, while the works-style hardtop is constructed of lightweight glassfibre.

The evocative and period-correct white/blue colour scheme replicates that of the many competition Jaguars campaigned by the American team owner Briggs Cunningham, including the three E-types entered by him at Le Mans in 1963.

Incorporating a steel cylinder block, the proven 3.8-litre full-race engine breathes via triple Weber 45 DCOE carburetors, with spent gasses expelled via a tubular exhaust manifold and free-flow system. The gearbox is a four-speeder, while other noteworthy features include an aluminium radiator and header tank, FIA-specification fuel cell, and the very best FIA-approved safety equipment.

Since completion, this car has participated in the Oldtimer GP at the Nürburgring (2012, 2014, 2016), Großglockner Rennen (2014, 2015), Salzburgring 'Sounds of Speed' (2015), Jochpass Rennen (2016), and Roßfeld Rennen (2016). In total, some 2,000 kilometres have been covered since the car's construction in 2011.

Offered with German registration papers, 'H' license plate, and current FIA Historic Technical Passport, this expertly prepared and potentially competitive Semi-Lightweight is ready for the next season, be it with the Classic Jaguar Challenge at Le Mans, Spa Six Hours, or Nürburgring Oldtimer GP.

€260,000 - 320,000



71

**1956 ALFA ROMEO GIULIETTA SPRINT
VELOCE ALLEGGERITA COUPE**

Coachwork by *Carrozzeria Bertone*

Chassis no. AR1493 E 02159

Engine no. AR131530114

Body no. 77*101

- *Very rare early lightweight model*
- *One of circa 600 made*
- *Matching numbers and colours*
- *Restored in the early 1990s*
- *Known ownership history*
- *Mille Miglia eligible*





'The Alfa, in a few words then, is a small car with a rev-happy DOHC engine that can carry two people from point A to point B over all types of roads quicker than most cars twice its size. It does this not with blinding speed but with a wonderful combination of roadholding, compact size and sheer willingness.' – *Car & Driver* on the Giulietta Sprint.

With the introduction of the Bertone-styled Giulietta Sprint Coupé, Alfa Romeo established the 'small car, big performance' formula that would characterise the Milanese marque's finest offerings from then on. First of the Giuliettas, the Sprint debuted at the Turin Motor Show in April 1954 powered by a 1.3-litre, all-alloy version of Alfa's classic twin-cam four designed by one-time Ferrari engineer Giuseppe Busso. The Sprint Coupé was soon joined by Berlina and Spider versions, the latter styled by Pinin Farina and built on a slightly shorter wheelbase. The Giulietta family's success surprised even Alfa themselves; production targets were revised upwards and to satisfy demands for increased performance, upgraded Veloce versions of the Sprint and Spider were introduced for 1956. The combination of a rev-happy engine, fine-handling, responsive chassis and excellent brakes make the Giulietta Sprint a driver's car par excellence and explains why these stylish Alfa Romeos continue to attract the discerning enthusiast today.

Right from the start, the Giulietta Sprint Coupé was appreciated by drivers who recognised its potential for competition success. With its independent front suspension, very well-located live rear axle, and coil springs/hydraulic dampers all round, the unitary-construction Giulietta's chassis was superior to that of most sports cars.

Only the handicaps of relatively low power and excess weight (64bhp/880kg) held it back. At the 1955 Mille Miglia, the Giulietta was defeated by the Porsche 356, prompting Alfa Romeo to introduce a more powerful version: the Giulietta Sprint Veloce.

For the Veloce engine, the inlet ports were enlarged and the single Solex carburettor replaced with two twin-choke Weber 40 DCO3 instruments, effectively providing each cylinder with its own carburettor. In addition, the valves were enlarged, the compression ratio increased (from 8:1 to 9:1), the camshafts changed, a more free-flowing exhaust system fitted, and the engine balanced, the result being an increase in maximum power for 64 to 89bhp at slightly higher revs. In actual fact, most engines exceeded this figure, with the best having around 99bhp on tap – 89 horsepower being in effect the minimum guaranteed. The inlet manifold and oil sump were made of magnesium.

At the same time, the Giulietta Veloce's weight was significantly reduced. Bertone used thinner steel for the non-load-bearing body panels; insulation was removed; the doors, bonnet and boot lid made of aluminium; and the side and rear window made of Plexiglas. Aluminium was also used for items such as the bumpers, 'eyebrows', 'whiskers', and headlight rims. The side windows' heavy winding mechanisms were deleted and replaced with sliding windows with aluminium frames. The doors weighed only 7kg (with foam padded armrests) and could be ordered with nets for containing small items.





There was no glove department cover, no sun visors, and no rear seat. The Veloce seats were thinner, albeit foam-padded, and mounted on a delicate tubular frame. A central gearshift was employed instead of the column-mounted gearshift.

As a result, the 770kg Veloce enjoyed a 110kg (15%) weight advantage over the standard Sprint Coupé, and that with a 65-litre fuel tank instead of the normal 53-litre tank (an 80-litre tank was available for endurance racing). With this greatly improved power-to-weight ratio, the Veloce would turn out to be a formidable competitor. Although not originally designed for competition, these cars soon proved unbeatable in their class in motor sport events worldwide despite there being no official factory entries.

The Giulietta Sprint Veloce debuted at the Turin Motor Show in April 1956, this being the first occasion that the 'Veloce' (fast) designation was used by Alfa Romeo. Advertised by its maker under the tag line 'Only the best is good enough', the Veloce competed two days later in the Coppa della Consume, securing a class win. There was more success the following week at the 23rd Mille Miglia; on this occasion the Giulietta Veloce's superiority proved overwhelming, examples filling the first six places in the 1,300cc class with a best overall position of 11th. Further class victories were achieved in the Nürburgring 1,000km, Coppa Dolomiti and Tour de France, with the Alpine Rally won outright. The following year, of the 43 cars entered in the Mille Miglia's 1,300cc category, 43 were Alfa Romeo Giuliettas.

Other notable Sprint Veloce successes were achieved in the 1957 Bavaria Rally (won by Kurt Ahrens); the 1957 Freiburg-Schauinsland and 1958 Ollon-Villars (both won by Karl Foitek); class wins in 1959 and 1960 at the Sebring 12 hours; Akropolis Rally; Mont Ventoux; Trento-Bondone; overall wins at the 1957 Alpenfahrt and 1958 Deutschland-Rally; and class wins in the 1958 (2nd overall) and 1962 Monte Carlo Rallies. A list of all the Giuliettas Sprint's race and class victories would fill a book.

These early Giulietta Sprint Veloces, with Bertone body numbers commencing '77', are now commonly known as 'alleggerita' (lightened or lightweight) cars. They differ considerably from the 'normale' Sprint and were built in limited numbers. Expert opinion differs with regard to the total, but most estimates are in the region of 600 cars built prior to the end of production in mid-1958. According to current information, 58 of these are known/registered today.

Chassis number '02159' was built on 30th June 1956 and is a matching numbers example. The car was originally finished in the colour scheme of 'French' blue with grey/dark blue interior, which it retains. On 17th July 1956 the Giulietta was delivered to Genoa, Italy and registered there on 26th July to the first owner, Mr de Sotgin. Subsequently the Alfa was registered to owners in Grosseto and Orbetello.





During its early life this car was carefully maintained and not raced, thereby ensuring that it survived in unmolested condition, unlike the many Giuliettas that were involved in accidents or destroyed in races or rallies. In 1969 the Alfa relocated to Pisa, receiving the new registration number '132313*PI'; it then stayed in that region until the early 1980s.

The car then spent several years in Pistoia with Maurizio Tabucchi (Alfa archivist and historian, and author of several books on Alfa Romeos) who took meticulous care to maintain its originality. In 1992 the Giulietta was sold and underwent a high-quality restoration, receiving an ASI certification, Gold Medal 3rd class for the best possible restoration maintaining original materials, original colours, and original mechanical elements. The car then resided for a few years in Bologna where it was driven as part of the Scuderia of the Nettuno Auto Storiche Club.

In May 1998 the Giulietta was advertised for sale and purchased by an Italian living in Switzerland. The technical approval procedures required in Switzerland were completed immediately after importation by a workshop in Riva San Vitale at Lake Lugano that specialises in Alfa Romeos and other classic makes. At the turn of the millennium the car was purchased by a Swiss enthusiast, who drove it on selected rallies including the Wolfgangsee Classic. During this time, the Giulietta was maintained by the Swiss Alfa expert, Oliver Vetter.

In 2006 the Giulietta was sold to the last owner. A resident of southern Germany, he has mainly used the car for one-day events in Germany, Austria, Italy, and Switzerland, some internationally renowned, including the Semperit Rallye in Austria and the Vernasca Silver Flag hill climb in Italy. During the vendor's ownership this exceptional Giulietta Sprint Veloce has been well cared for and professionally maintained. In 2010 the Alfa won the award for 'Best Italian Preserved Car' at the AGIP Concours, and at the ADAC in 2013.

Accompanying documentation consists of copies of Italian registration documents, sundry service/maintenance bills, restoration records from the early 1990s, ASI homologation certificate, FIVA Identity Card (Category A/3), and confirmation from Alfa Romeo Centro Documentazione of matching numbers and colours.

Presented in the very best condition with only a light patina of use, this matching-numbers Giulietta Sprint Veloce represents a wonderful opportunity to acquire one of the very rare, early lightweight models possessing known history. It is, of course, eligible for participation in many of the most prestigious historic motor sports events including the Mille Miglia.

€255,000 - 295,000



72

One of only 171 examples built

**1989 PORSCHE 911 3.2-LITRE
'NARROW-BODY' SPEEDSTER**

Chassis no. WPOZZZ91ZKS152253

Engine no. 64K06302

- *Delivered new to Sweden*
- *Registered in Italy since 1995*
- *Circa 20,000 kilometres on the odometer*
- *Porsche service history*





Porsche's first take on an open-top 911 had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US Federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-litre form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar. The 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March 1982 and by the end of the 1983 model year had sold over 4,000 units, a total some 50% higher than that achieved by the cheaper Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989, the name previously having been applied to that most stylish of the many Type 356 variants. The idea of a new Speedster had first crystallised in 1983 with the development of an ultimately stillborn prototype. Porsche's president, the German-American Peter Schutz, revived the project in 1986, knowing that such a model would have great appeal in the United States market.

A prototype based in the 911SC was shown at the Frankfurt Motor Show in 1987, but by the time the production Speedster arrived, the 911SC had been superseded by the Carrera '3.2'.

Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-litre Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell and thus was the last 911 model to feature the old-style body based on the brilliant original design of 1963. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual hood, a simplified affair described by the factory as for 'temporary' use. From 1984 Porsche had offered the 'Turbo-Look' body style - flared wheelarches, large rear wing and deeper front spoiler - on its normally aspirated models including the Speedster, the vast majority of which were ordered with this option.





One of the rarest of the 911 family, the Speedster was built during 1989 only, a mere 2,065 cars being completed of which only 171 had the narrow (non-'Turbo-Look') body.

One of the ultra-rare 'narrow body' models, this 911 Speedster was delivered new on 31st August 1989 via the Swedish Porsche dealer Söderberg in Norrköping. According to information supplied by the current vendor, it was purchased shortly afterwards by its first Italian owner, who did not register the car in Italy until 1995 (in Cortina). The Speedster then changed hands, passing to another family member, and remained in their ownership until 2007 when it was purchased by a gentleman resident in Abano Terme near Padova.

In 2010, the current owner - a resident of Ferrara - purchased the Speedster, which has formed part of his small but exclusive collection of various Porsche models. The present odometer reading is now a little over 20,000 kilometres, which is substantiated by the history recorded in the original service booklet. The latter has been stamped at 12,877km in 2010, 17,079km in 2012, and 20,223km in March 2016. Most attractively finished in Guards Red with a contrasting black leather interior, this rare, highly desirable, and iconic Porsche will be supplied with Italian registration document, a driver's manual (including the 911 Speedster supplement), and the aforementioned service booklet.

€270,000 - 320,000





73*

*The Ex-Michael Schumacher, Nelson Piquet,
Roberto Moreno, Canadian Grand Prix-winning*

**1991 BENETTON-COSWORTH FORD
3.5-LITRE B191 FORMULA 1**

Chassis no. B-191-02

- 1991 Canadian GP winner with 3 times F1 World Champion Nelson Piquet
- One of the first F1 cars to be used by future 7 time world champion Michael Schumacher
- One of the last manual gearbox F1 single-seaters
- A useable F1 due to limited use of electronics
- Iconic livery









This beautifully-presented 'modern Historic' Formula 1 car is here returning to the Circuit National at Spa-Francorchamps, where in the 1991 Belgian Grand Prix subsequent Benetton World Champion Driver Michael Schumacher had actually made his Formula 1 racing debut.

This particular Benetton-Ford B191 is powered by a naturally-aspirated (non-turbocharged) 3.5-litre Cosworth Ford HBA5 V8-cylinder engine, capable of prodding some 650bhp at an ear-splitting 13,000rpm. With its advanced carbon-composite moulded chassis monocoque it was claimed to weigh in at just 505kg - and chassis 'B-191-02' offered here actually made its own racing debut in the San Marino GP, driven by team No 2 Roberto Moreno. He was replaced by No 1 Nelson Piquet, the three-times World Champion Driver, who then appeared in it in the year's Canadian Grand Prix.

This great race was run on June 2, 1991, around the Ile Notre Dame circuit at Montreal. The race comprised 69 laps of the challenging, car-breaking, 4.43km course, and the Formula 1 'circus' had arrived in town in a state of some turmoil after big in-season changes to two of the principal title-challenging teams, Benetton, and Ferrari.

At Benetton the team's star technical director John Barnard had been removed from his position after a major difference of opinion with team principal Flavio Briatore. Senior engineer Gordon Kimball was appointed technical director in his place.

At Ferrari, former Sporting Director Cesare Fiorio had been fired after the Monaco GP having been fired as a result of a public rift with driver Alain Prost, and he was replaced by Piero Lardi Ferrari - Enzo Ferrari's son.

Pole position was taken by Riccardo Patrese in his Williams-Renault from his team-mate Nigel Mansell. The quality of the latest Benetton B191s was demonstrated by team No 2 driver Roberto Moreno qualifying fifth fastest, while Benetton's No 1 - Nelson Piquet - had some difficulties in qualifying which left him eighth on the starting grid, in the actual car now offered here.

Mansell led from the start with Patrese second, and the pair ran in 1-2 formation for the first 40 race laps. Eventually Patrese suffered a puncture and had to make a pit stop which dropped him to third place behind Nelson Piquet in this Benetton...who had effectively put his car into its proper position in race trim, following its difficulties during practice and qualifying.

Nigel Mansell continued to dominate this Canadian Grand Prix, leading imperiously until the very last lap at the final hairpin when, waving prematurely to the crowd, he allowed his Renault engine's revs to drop too low, and before he could catch it, the car stalled. With no power in the hydraulic system he was left completely unable to select a gear, and so was out of the race he had all but won, with less than half a lap to run.





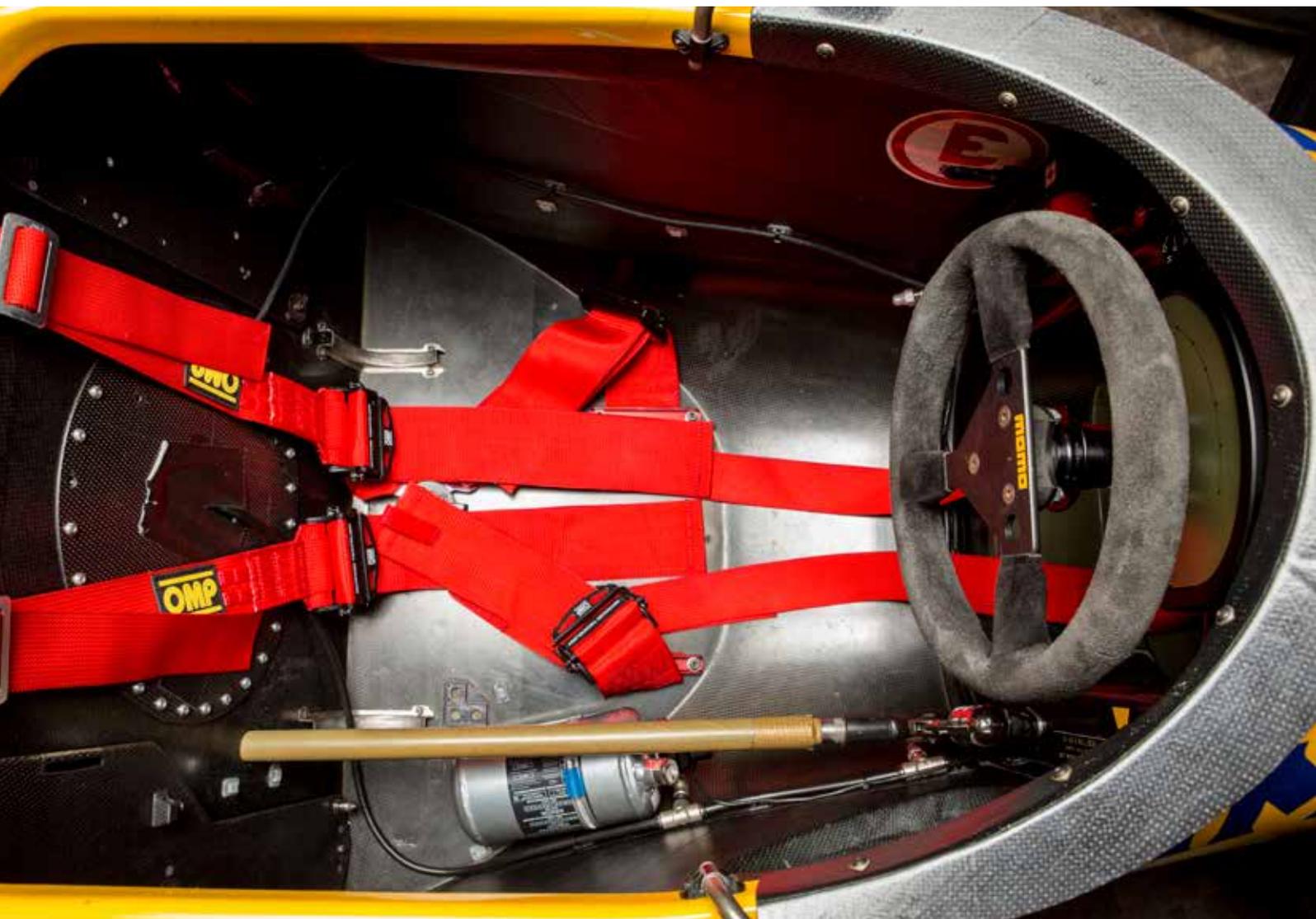






**Benetton
Formula 1**





Nelson Piquet could not help but shout triumphantly and burst out laughing as he saw the stricken Williams-Renault, ripping past to lead those final yards and so bring this gorgeous Formula 1 car to the chequered flag, as 1991 Canadian Grand Prix winner.

The little-regarded Stefano Modena was elevated into a delighted second place for Tyrrell-Honda, while the delayed Riccardo Patrese of Williams-Renault joined them on the podium, third. Mansell was classified sixth, while Roberto Moreno had spun the second Benetton out of contention in the opening race laps...

This Canadian Grand Prix-winning car later finished 5th in the British and 8th in the French Grand Prix races, before it was entrusted to Michael Schumacher - the future seven-times World Champion Driver himself - for that season's final Japanese and Australian GPs.

After retiring from the race at Suzuka with engine trouble, Schumacher was sidelined by an accident at Adelaide, as the first Formula 1 race season of his entire, glittering career ended in the cockpit of this car, offered here.

The car was subsequently re-assembled and preserved on display as a museum exhibit, before being completely rebuilt and restored to running order by a specialist Formula 1 team. The engine, gearbox and all safety equipment were overhauled in this process, and the car is now offered in running order, completely restored to its original specification with the sole exception of updated security features in accordance with FIA regulations.

Here is a very rare opportunity to own a genuine "on the button" Formula 1 Grand Prix car driven not just by one World Champion racing driver, but by two - and what's more two World Champions with no fewer than ten of those titles between them. It is also a "John Barnard" car in terms of design - yet another major attraction for informed collectors - and, most notably of course, it is also a Grand Prix winner.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.
€750,000 - 950,000





1987 MERCEDES-BENZ 500 SL CONVERTIBLE WITH HARDTOP

Chassis no. WDB107461A069449

Engine no. 117964 12 002895

- Delivered new in Germany
- Desirable factory options
- Circa 52,000 kilometres recorded
- Matching numbers and colours



'There are few who would argue - we included - that the 500 SL is one of the world's finest luxury sports cars; beautifully styled and superbly engineered. Its engine an automatic transmission set extremely high standards in terms of smoothness and refinement while in most conditions its handling and roadholding are of the highest order.' - *Motor*.

Introduced alongside the outwardly similar 380 SL roadster and SLC coupé models at the Geneva Salon in March 1980, the 500 SL and 500 SLC retained the Type 107 bodyshell first introduced in 1971/72 in virtually unchanged form, the most noticeable difference being the addition of a front spoiler. The running gear followed Mercedes-Benz's established pattern, comprising all-independent suspension and four-wheel disc brakes, while a new four-speed automatic transmission was standard equipment.

The 500 SL and 500 SLC featured the all-alloy 4,973cc overhead-camshaft V8 engine that had debuted in the 450 SLC 5.0 of 1977. Lighter, more powerful and less thirsty than the old 4.5-litre iron-block V8, the 5.0-litre produced 240bhp at 5,000rpm, an output sufficient to propel the luxuriously-equipped yet lightweight 500 SL/SLC to 225km/h. With approximately the same amount of power on tap as the legendary 300 SL sports car, the 500 SL/SLC was both lighter and slightly quicker off the mark, though a little down on top speed when compared to its illustrious cousin.

As on the smaller models, four-speed automatic transmission was standard. The previous auto 'box had disappointed some, but *Motor* magazine found the new version 'equal in the smoothness of its changes to anything achieved by Rolls-Royce or Chrysler in America'. Depending on the destination market, the inventory of standard equipment included central locking, electric windows, cruise control, headlamp wash/wipe, power steering, a limited-slip differential, and alloy wheels. In 1989, after 17 years in production, the elegant Type 107 family was retired to the enduring regret of many Mercedes-Benz enthusiasts.

This 500 SL was supplied new in Germany by Mercedes-Benz, Bremen to German specifications and subsequently exported to Japan. Finished in White with Royal Blue leather interior, the car displays a total of only some 52,000 kilometres on the odometer and benefits from a recent full engine service by Mercedes-Benz specialists prior to auction.

Ready to enjoy, this beautiful Mercedes-Benz 500 SL has the following desirable options: Sperrdifferenzial (limited-slip differential); Tempomat (cruise control); electric mirrors; air conditioning; and heated seats. It also benefits from recently fitted new tyres (Mercedes-Benz SL specification Michelins) and is presented in very good-to-excellent condition. The car comes complete with its original hardtop, service records, owner's manual, wallet, spare keys, data sheet, comprehensive tool kit, sundry invoices, and a UK V5C registration document.

€35,000 - 45,000



1976 PORSCHE 911S 2.7-LITRE TARGA

Chassis no. 911 6311122

- *Delivered new in Germany*
- *Formerly owned by the president of ELPA*
- *Generally very good condition*
- *Porsche Certificate of Authenticity*



The first of countless up-grades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the air-cooled, 'flat six' engine underwent the first of many enlargements: to 2.2 litres. In 1974 all 911 variants received the 2.7-litre unit, hitherto reserved for the Carrera, when the latter went to 3.0 litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range, and offered noticeably improved acceleration. Coupled to tolerance of low-lead petrol, vastly superior fuel consumption, and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.

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

For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

This matching-numbers 911S Targa was invoiced by the factory in March 1976 and despatched to the Hahn dealership in Fellbach, Germany. The car was delivered finished in the popular Grand Prix White livery, with black vinyl/tartan fabric interior, and left the factory equipped with the following options: radio antenna, front/rear anti-roll bars, 'S' instruments, black exterior trim, and tinted window glass. Owned by the president of the ELPA classic car club in Greece for many years, this 911 has never been abused (with no known accidents) and is described by the vendor as in generally very good condition. Accompanying documentation consists of a Porsche Certificate of Authenticity, and Italian and Greek registration papers.

€45,000 - 65,000



Rare and desirable manual transmission

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UD1S21087

Engine no. 758258LA

- Delivered new to California, USA
- Two owners from new
- Well maintained
- Desirable colour combination



Testing the E-Type Series III back in 1972, Road & Track magazine reckoned the new V12 power unit, 'a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range.'

This superior refinement would have counted for little had the Series III proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre XK six and ensure that performance was undiminished.

Weighing only 80lb more than the cast-iron-block six that it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition, and Advest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

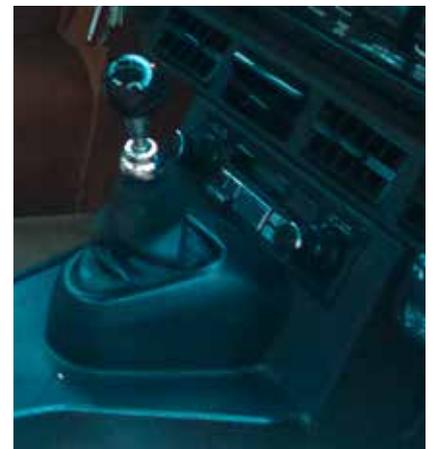




A matching-numbers, California-delivered example, this beautiful Series III E-Type roadster has covered some 43,700 miles (approximately 70,300 kilometres) from new and is currently in the hands of only its second owner, who purchased the car in March 2009. We are advised that the E-Type is accident free, has been kept in a heated garage, and has been regularly maintained by the same mechanic.

Noteworthy features include air conditioning, new stainless exhaust, new ignition coil, right-side rear view mirror, radio/cassette player, and water-free coolant, while the original indicator side repeaters (a US requirement) have been removed.

There are numerous invoices for maintenance and replacement parts on file together with an insurance valuation expertise and the original service passport in the name of Alfred A Silvaggio. Finished in British Racing Green with tan leather interior, the car comes complete with tonneau covers, tools, jack, spare parts catalogue, wiring diagram, and owner's manual (French/English) and will have been driven to the sale.
€70,000 - 120,000



1993 PORSCHE 911 TURBO 3.6-LITRE TYPE 964 COUPE

Chassis no. WPOZZZ96ZPS470303

- Most powerful model in the Type 964 range
- Delivered new to France
- Factory sunroof
- Showing circa 62,400 kilometres
- Registered in Belgium



'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 62km/h in 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.

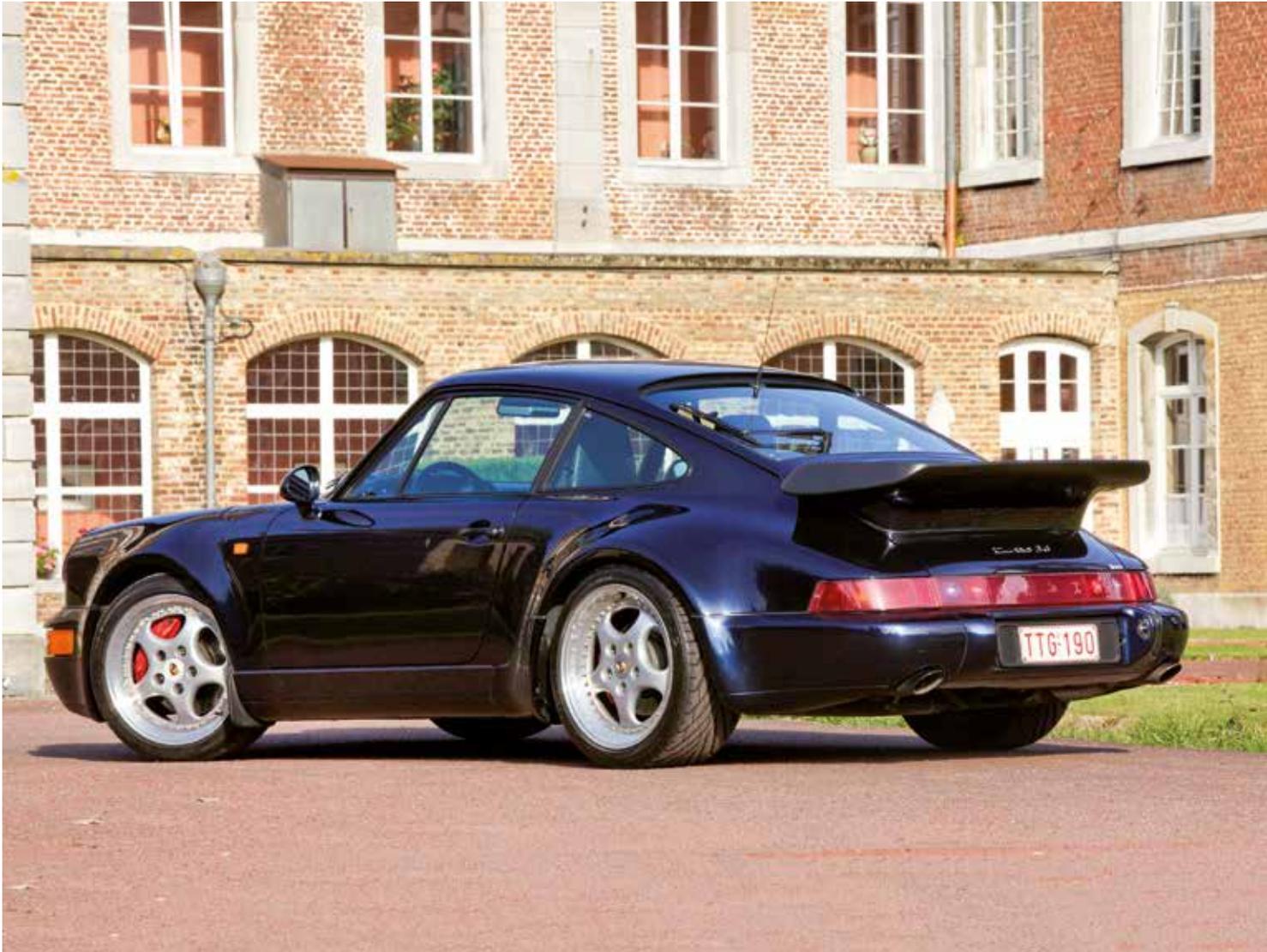
The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 260km/h. More refined than hitherto yet retaining its high performance edge, the Turbo sold in 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.

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964's chassis and suspension.

Face-lifted but retaining that familiar shape, the Carreras had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. Although the normally aspirated duo shared the same 3.6-litre, 247bhp, flat-six engine, the Turbo initially kept its existing 3.3-litre unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes, and a five-speed manual transmission were standard, with the Tiptronic auto 'box a Carrera 2-only option.







In October 1992 the Turbo received the 3.6-litre M64/50 engine, which in 'blown' form now produced a mighty 360bhp. Along with the raised maximum power output came a welcome increase in torque, addressing the 3.3-litre car's lack of off-boost acceleration. One of the most expensive models in the Porsche range, the 3.6-litre Turbo was produced in limited numbers, only some 1,400-or-so being completed out of a total Type 964 production run of more than 62,000 units.

Representing the Type 964 in its ultimate incarnation, this 3.6-litre Turbo was delivered new in France via Porsche Marceau Automobiles, Paris 16. The car is finished in Midnight Blue Metallic with matching interior, and comes equipped with a sunroof and Sony CD audio system.

The current vendor bought the Porsche from Mr Wim Decock in Belgium on 1st October 2005, and has competed with it in 'Le Touquet Paris-Plage' rally in 2009, 2011, and 2013. In the latter year the Turbo was featured in 'Flat 6' magazine (No. 273, November edition).

Currently displaying a total of circa 62,400 kilometres on the odometer, the car is offered with its instruction manual, service book, Sony CD manual, and Belgian Carte Grise, and comes complete with tool kit and spare wheel. In addition, there are invoices on file from ATS Porsche in Nivelles, Belgium and Kronos Porsche centre in Gembloux, Belgium.

€200,000 - 250,000



78

2006 TVR TUSCAN CONVERTIBLE

Chassis no. SDLTC16AX6B001082

- *Delivered in the UK*
- *One of 1,677 produced*
- *Ultra-rare full convertible version*
- *Matching numbers*



Founded in Blackpool in the late 1940s by Trevor Wilkinson, TVR took its title from Wilkinson's first name: TreVoR. In partnership with Jack Pickard, Wilkinson began by making various 'specials' before introducing TVR's first series production model – the Sports Saloon – in 1954, most of which were sold in kit form. The car that really put TVR on the map though, was the Grantura. Launched in 1958, the Grantura used a multi-tubular spaceframe chassis with Volkswagen trailing-link independent suspension all round, which was clothed in very pretty glassfibre coachwork that set the pattern for TVRs for years to come.

Like AC's Cobra before it, TVR's first big-engined sports car combined an existing chassis with American V8 power. In TVR's case the MGB-powered Grantura III was transformed by the installation of a 4,727cc Ford V8, the resulting Griffith model quickly gaining a reputation for awesome straight-line speed and 'interesting' handling. The Griffith only lasted from 1963 to 1965, but TVR revived the formula in 1967 for the first Tuscan. The latter was based on the contemporary Vixen and once again Ford's 4.7-litre V8 provided the motive power.

Sadly for TVR, the Griffith had also gained a reputation for poor build quality and a general lack of refinement, and despite the Tuscan being a much improved car, customers were hard to find. TVRs remained recognisably related to the original Grantura until the first of the wedge-shaped models – the Tasmin – arrived in 1980.

By the 1980s, TVR had suffered a series of financial calamities and undergone several changes of ownership; it was then that the company was acquired by TVR enthusiast Peter Wheeler, a chemical engineer with links to the oil industry. Wheeler moved the firm away from the Ford V6 engine that had become its mainstay power unit, and returned to large-capacity V8s, choosing the readily available Rover engine. TVR eventually moved on from modifying the Rover V8, and at the start of the 1990s made the bold move to produce its own engine, the AJP8, which took its name from the initials of those responsible for its design and development: Al Melling, John Ravenscroft and Peter Wheeler. The new engine was intended for the Griffith and Chimaera models, but development took longer than expected and the AJP8 eventually made its debut in 1996 in the Cerbera coupé and Tuscan race car.





With the introduction of the much-acclaimed Griffith in 1991, TVR had established the look that would characterise its offerings for the next decade. In his book 'TVRs Volume 2', Graham Robson states: 'The new car's body style, which was influenced by Wheeler and John Ravenscroft, was radically new. Nothing so sensuous or so brutally aggressive had ever been seen on a TVR, and when exhibited at the Birmingham (NEC) motor show it caused a sensation.'

Seeking a power unit that would be cheaper to produce and maintain than the new V8, Wheeler subsequently commissioned the design of an inline six-cylinder derivative: the AJP6. This engine, designed initially by Melling but significantly altered before final production by TVR's John Ravenscroft, became known as the 'Speed Six'. The 'Speed Six' would be used to power every TVR model of the 1990s, though the AJP8 remained an option for the Cerbera.

In July 2004 the Russian billionaire Nikolay Smolensky bought TVR from Peter Wheeler. Less than two years later, falling demand had seen weekly production decrease from 12 to 3-4 cars; in April 2006 some 300 staff were laid off and by December TVR was in administration. TVR now has new owners and its proposed new sports car is eagerly awaited.

One of the very last TVRs built, this Topaz Blue metallic Tuscan left the factory in April 2006. The 2nd generation Tuscan had been introduced in 1999, and was initially available as either a fixed-head coupé or Targa-type convertible; only towards the end of the production was a full convertible offered. The 'Speed Six' engine was available in either 3.6 or 4.0 litres capacity for the Tuscan, and this particular example has the 4.0-litre unit producing around 380bhp.

Chassis number '1082' was delivered in the UK and hence is right-hand drive. The interior is fully trimmed in two-tone Oxford Blue and Prussian Blue leather, while the convertible top is a darker blue. Boasting 18" 'spider' alloy wheels finished in silver, this car looks quite sensational. Other noteworthy features include a factory-fitted alarm, a Tracker device, and an Alpine radio with a CD multi-changer in the boot. Representing a wonderful opportunity to acquire a matching-numbers example of this charismatic British sports car, this beautiful TVR Tuscan is offered with, owner's manual, a UK V5C Registration Certificate, and all original documents.

€75,000 - 95,000



One of only 340 built

2000 LOTUS 340R ROADSTER

Chassis no. SCCGA1112YHD69904

- One owner from new
- Tuned (genuine 190bhp) engine
- Circa 17,000 kilometres from new
- Complete with numerous hard-to-find new spares
- Registered in Belgium



Given the success of its long-running Seven, still manufactured by Caterham and much copied by others, perhaps the most surprising thing is not that Lotus had another stab at building a stripped-down, back-to-basics sports car, but that it took them so long. First shown as a concept car at the 1998 British International Motor Show, the 340R uses the Elise's bonded aluminium mid-engined chassis, basic running gear and 1.8-litre Rover K-Series engine in its 177bhp form.

Originally the target bhp/ton power-to-weight ratio, the '340' ended up being the maximum production figure for this exclusive and exciting car. Even more Spartan than the Elise, the 340R lacks roof, doors, windows and heater, all omitted in the cause of weight reduction, while the narrowed body makes do with carbon-fibre cycle wings instead of the real thing. The end result is a fantastic car looking like no other in current production and one that, according to EVO magazine, enables its driver to, 'bask in the quizzical wonderment that every other road user expresses when you pull up alongside.' Despite looking like a track-day special, a role, incidentally, at which it excels, the 340R possesses full European type approval and delivers a level of ride comfort totally unexpected in such a performance-focussed car.

This Lotus 340R was one of the very first ones ordered, and was chosen by the current vendor as the best of the three on offer at his local dealership. As Lotus has displayed the 340R with carbon-fibre mudguards, the vendor insisted on having those in addition to the stock polyester ones. As the carbon-fibre 'guards were much lighter, it was decided to put them on the car.

From the beginning it was clear that the 340 did not deliver its 190bhp as advertised; it was more like 140 horsepower. The vendor found that the car went reasonably well because of its low weight, but thought that it should have been much crisper.

In order to enable the engine to perform better, a Quaife gearbox with straight-cut gears was ordered. This Quaife gearbox is what they call a '1,000 rpm' type, meaning that engine revs only drop by 1,000 on upward changes. This means that the engine works much better with the Quaife 'box than with the original.





At around 12,000 kilometres an engine problem emerged and it was decided to have it completely overhauled. Once the engine had been overhauled (retaining the matching-numbers crankcase), the car went to 'Emerald', the UK's leading CPU specialist for Lotus. When the car was put on the dynamometer, the engine was found to produce only 120bhp, which Emerald's engineer succeeded in increasing to 170bhp by optimising the valve timing. The engineer stated that it was a very good engine, and that he could get at least 210bhp. However, as maximising the output was not the vendor's intention it was decided to stop at the advertised figure of 190 horsepower. Afterwards, the acceleration was greatly improved, as one would expect of a car that at last had the advertised power-to-weight ratio of 340bhp/ton.

The Lotus has done a little over 17,000 kilometres now in the vendor's ownership, during which period it has been carefully maintained and conserved; indeed, all vulnerable areas of the bodywork are protected by a clear coating, while seat covers have been made to protect the blue Alcantara trim.

In order to be able to put the car back to factory-fresh condition, various spare parts were bought new: a windscreen, an extra set of seats (with blue Alcantara centres), two extra steering wheels with blue Alcantara (in addition to the original Elise wheel), and an extra exhaust. The car also comes with its original gearbox, original wheels (stored since the car was new), original (and very rare) spare parts book, and its original documents and keys. Other noteworthy features include a Stack timing device (original parts with car); a factory tonneau cover; K-way shower cape; and a home-made rear engine lid with Formula 1-style snorkel (custom made and unique to this car).

This well-sorted Lotus 340R is one of the best around and comes with an array of original new-old-stock spare parts so extensive that it has to be seen to be believed. On top of that, it is offered from the well-known collection of an enthusiast who keeps all his cars in pristine working condition. This is an unmissable opportunity to acquire a future classic, the like of which probably will never be made again, in truly wonderful original condition.

€75,000 - 95,000



80

1959 PORSCHE 356A 1600 S CONVERTIBLE D

Coachwork by Drauz

Chassis no. 86410

Engine no. 84465

- One of only 1,331 356A Convertible D models
- Delivered new to the USA
- Resident in Germany since the mid-1990s
- An older restoration
- EU taxes paid





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, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

The work of Ferry Porsche, the 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. Regularly revised and updated, Porsche's landmark sports car would remain in production well into the 911 era, the final examples being built in 1965.

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. With its sales declining, the 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, the latter replacing the Speedster's side screens.

Overall, the new car was 3½ inches (89mm) taller. All in all, the 356A Convertible D was a somewhat more practical car than the Speedster, boasting a more protective windscreen, proper side windows, and more comfortable seats while retaining the original's beautiful body lines and downward sloping waistline beloved of Type 356 enthusiasts.





With its preferred coachbuilder Reutter struggling to keep up with the ever increasing demand, Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Convertible D production being undertaken by Drauz of Heilbronn, hence the 'D' suffix. When the restyled Porsche 356B arrived in September 1959, convertible production transferred to d'Ieteren of Brussels. The 356A Convertible D model is one the rarest of Porsche 356 models, with only 1,331 made between August 1958 and September 1959. It is ironic that those 356 models that were the least expensive 'back in the day' - the Roadster, Speedster and Convertible D - are now some of the most costly.

This very rare and highly sought-after Porsche 356 Convertible D was delivered new to the USA, remaining there until sold in the mid-1990s by the California-based owner to a German collector, who added it to his stable of fine European classic cars. He never registered the car in Germany and it is believed that he used it only sparingly, if at all.

The accompanying (copy) build sheet shows that the original colour scheme was rubinrot (ruby red) with black interior, and lists Phoenix whitewall tires, USA bumpers, a wing mirror, perforated wheels, and reclining seats as special features. The engine currently fitted is a 1600 S unit of the correct type (612/2).

Finished in a most attractive colour combination of period-correct Aquamarine Blue (colour code '5707') with tan leather and a black hood, the Porsche was restored some years ago but still presents very well indeed. The current vendor informs us that the brakes will be overhauled in time for the auction. The car is offered with the old US title; a German customs form confirming that EU duties have been paid; a Porsche 356 owner's manual (in English); and an expertise from a German TÜV-approved classic car consultant, attesting that it is in 'Condition 2' (good).

A rare, most attractive, and more practical alternative to the 356 Speedster in a striking colour combination, with the added benefit of being a 1600 S with the more powerful 75bhp engine.
€210,000 - 260,000





81

Ex-Autodelta

1969 ALFA ROMEO GTA 1300 JUNIOR

Coachwork by *Carrozzeria Bertone*

Chassis no. 775403

- *Historically important, official works Alfa Romeo*
- *First registered to Autodelta*
- *Extensive in-period race history*
- *Mentioned in 'Alleggerita' and 'Alfa Romeo GTA'*
- *Recently restored*
- *Eligible for a variety of the most prestigious historic events*





'The European Touring Car Challenge... went to Alfa Romeo with their GTA. Alfa had a fantastically successful season; the GTAs gained more than 300 victories all over the world... The GTA is a racing car which has been homologated as a saloon car – it was a stroke of genius...' – *Autosport*, 17th February 1967.

Introduced in 1966, the GTA (the 'A' stood for Alleggerita - lightened) was the official competition version of the Giulia Sprint GT and was produced in both road and race variants. The latter, as usual, was the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo. Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows, and lightened interior fittings and trim. As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car.

Alfa's classic twin-cam 1,570cc four underwent extensive modification for the GTA, the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition. In road trim the revised engine produced 115bhp, with up to 170 horsepower available in race tune.

The GTA made its racing debut on 20th March 1966 at Monza where Andrea de Adamich and Teodoro Zecoli triumphed in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68. The Championship's 1,300cc class had long been the preserve of the Mini Cooper but that would all change in 1968 with the arrival of the GTA 1300 Junior, which for the next few years would enjoy dominance equal to that of the Mini in the early '60s. Unique to the model, the GTA 1300 Junior's engine combined the Giulia's 78mm bore with a 67.5mm-stroke crankshaft.





Equipped with the GTA's twin-plug cylinder head and revving to more than 9,000rpm, this little gem of an engine produced well over 150bhp. A little over 400 GTA 1300 Juniors had been constructed when production ceased in 1975, by which time the car had secured two Manufacturers' titles for Alfa Romeo in the European Touring Car Championship (1970, 1971).

According to the excellent and very detailed book on all things Alfa Romeo GTA, 'Alleggerita' by Martin Übelher and Patrick Dasse, this stunning Alfa Romeo 1300 Junior GTA was first registered in the name of Autodelta SpA, Alfa Romeo's official racing team, on 17th October 1969 with the Milan registration 'MI H87925'.

The livery was white with green, a refreshing change from the more common red. Its first race was the 1969 Tour de Corse where the car was driven by Enrico Pinto/Santonacci. At first the engine was fitted with Lucas fuel injection, which was later replaced with Spica fuel injection.

In 2007, the car was sold from Italy to Germany where it has been with the current owner since 2012. He commissioned a thorough refurbishment, during which the engine was comprehensively overhauled and refitted with the correct type of 'testa stretta' (narrow head) cylinder head. It is currently running on carburetors, but there are also some Spica fuel injection parts with the car. At the same time, the gearbox, electrical system, chassis and bodywork were comprehensively restored, and the car repainted in its original white/green livery. The Alfa is currently registered in Germany and comes with the relevant papers.

Offered with current HTP documents (valid until 2026), '775403' represents a very rare opportunity to acquire an official works Autodelta Alfa Romeo GTA, which not only possesses significant in-period competition history but class-winning history to boot, and is ready to be driven competitively again in the numerous races these wonderful cars are eligible for.

€290,000 - 340,000



'775403' during the 1972 Spa 24 hours, driven by Colzani and Venturi



This car's impressive racing history is far too lengthy to mention here. 'Alleggerita' dedicates no fewer than five full pages to the history of this car, which is also mentioned in the book *'Alfa Romeo GTA'* by Tabucchi. Enthusiasts will note that '775403' has been driven by some of the big-name drivers associated with Alfa Romeo's works team of this period. Its career highlights include:

10th June 1971: Trofeo Autosprint, Imola; finished 3rd overall, 2nd in class driven by Massimo Larini.

11th July 1971: ADAC-6h-Rennen Nürburgring; finished 11th overall, 1st in class driven by Massimo Larini/Viarreggio/Luigi Colzani.

28/29th August 1971: Zandvoort Trophy; 6th overall driven by Massimo Larini.

11th September 1971: 2x6h Circuit Paul Ricard; first heat finished 13th overall, 1st in class; second heat finished 17th overall, 4th in class; combined 8th overall, 2nd in class driven by Larini and Colzani.

21st May 1972: GP Brno 2h; finished 2nd overall driven by Massimo Larini and Spartaco Dini.

9th July 1972: ADAC-6h-Rennen, Nürburgring; finished 9th overall, 2nd in class driven by Teodoro Zeccoli and Massimo Larini

3rd September 1972: 6h de Paul Ricard; finished 9th overall, 2nd in class, driven by Colzani/Cazzago/Venturi.

1st October 1972: 4h de Jarama; finished 7th overall, 3rd in class.



One of only 3 examples delivered new to the Gulf States to EU-specifications

1989 PORSCHE 911 TYPE 930 TURBO TARGA 5-SPEED G50 GEARBOX

Chassis no. WPOZZZ93ZKS010076

Engine no. 67K00303

- Extremely rare and desirable 'one-year-only' model with the five-speed G50 gearbox
- One of only 26 European-specification Turbo Targas produced for 1989
- Currently showing slightly over 109,000 kms
- Presented in generally excellent condition



'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'.

A 'modern classic' if ever there was one, Porsche's long-running 911 sports car first appeared at the 1963 Frankfurt Show as the '901' but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell 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 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 well over 300 horsepower.

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 Type 930 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 162km/h in 14 seconds.

The Turbo's characteristic flared wheel arches 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 257km/h. Originally sold only as a closed coupé, the Turbo became available for the first time in both Targa and cabriolet forms in 1988.







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. Production of the Type 930 ceased in September 1989, and there would not be another 911 Turbo until the Type 964 version was launched in September 1990.

One of only three European-specification examples delivered new to the Gulf States, chassis number '10076' was completed on 8th December 1988 and is an early Turbo Targa example for model year 1989, a very rare model equipped with the desirable five-speed G50 gearbox, newly introduced on the Type 930 for 1989. That this car should be delivered new to the Middle East is not surprising given its exotic specification - a Turbo with the Targa body - and high price (the equivalent of €65,000, so very expensive at the time).

The Porsche was delivered in May 1989 to its first owner by Porsche Ali & sons Motor in Abudabi, a little under 6 months after its completion date, and was originally finished in black with a 'weinrot' (wine red) leather interior, a restrained yet stylish choice.

Several options were specified, including a heavy-duty battery; Auto Lock differential (an option much sought after by Porsche purists); short shift; and a Blaupunkt Toronto radio.

The car has been serviced regularly at Porsche Ali & sons from new until 1997 and at Behbehani Centre until 2008, by which time it had covered some 107,000 kilometres. In 2008 the car moved to France and since then has been driven only occasionally. Today this desirable 930 Turbo Targa has benefited from cosmetic and mechanical works (Porsche Centre Liège) bringing it to generally excellent condition. Accompanying documentation consists of a French Carte Grise; the service booklet; Porsche Certificate of Authenticity confirming factory specifications, options and matching colours/numbers; and all books/manuals in their original pouch.

Displaying a little over 109,000 kilometres on the odometer, this ultra-rare 930 Turbo Targa 5-speed G50 is an exciting opportunity not to be missed by any serious Porsche collector or enthusiast.

€200,000 - 300,000





2006 FERRARI 575 SUPERAMERICA F1

Chassis no. ZFFGT61B000146669

- One owner from new
- Handling GTC package
- Delivered new to Spain
- Circa 21,200 kilometres from new
- Registered in Spain



With the introduction of the 550 Maranello in 1996, Ferrari 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. *Car* magazine was understandably enthusiastic: '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.'

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. Featuring a luxuriously appointed leather interior, this new generation Gran Turismo recalled and honoured its iconic forebears with aplomb.





In 2002, the 550 Maranello was extensively refreshed and updated to create the 575M ('Modificata'), which featured subtle styling refinements and a further upgraded interior together with numerous mechanical improvements. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic 'F1' gearbox, a technology that Ferrari had developed in Formula 1. The brakes were up-rated as well, together with the suspension, which now featured the adaptive damping developed on the Ferrari Enzo supercar.

In 2005, Ferrari announced a limited run of 559 examples of a striking and innovative convertible, the Superamerica, which was unveiled at that year's Los Angeles and Detroit motor shows. Drawing its name from the iconic Pininfarina designed Lampredi V12-powered GT cars of the 1950s and '60s, the 199mph 575M Superamerica retained the coupé's mechanicals together with its general design while featuring a unique pivoting photo-chromic roof.

The work of Pininfarina's chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 'Daytona', it was the first roof of its kind ever fitted to a production car, and was built using a carbon fibre frame integrated with electro-chromatic glass. The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light, letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun's rays at its darkest.

With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds.





Optional on the Superamerica at the point of order was the 'Handling GTC' upgrade package. Developed for the Ferrari 575 GT Competizione Berlinetta, a model produced specifically for the FIA GT and GrandAm championships, this package is considered to be the most desirable option for the 575 model range as it includes carbon-ceramic brake discs with racing pads and special callipers; 19" wheels; stiffer suspension in 'Sport' mode; a titanium racing exhaust; and 'faster' calibration for the steering rack, greatly enhancing the performance of this already capable supercar. It is estimated that around 40% of Superamericas were built with this package.

Equipped with the desirable 'Handling GTC' package, this supremely well specified Superamerica was purchased new by the current vendor and driven on the Morocco Rally organised by Ferrari Portugal in 2007. Finished in red with beige leather interior, the car has covered only some 21,000 kilometres from new and is presented in commensurately excellent condition. We are advised that all technical inspections have been passed and that all documents and instruction manuals are available.

The 575M Superamerica has become one of the most highly coveted Ferraris of recent times thanks to its rarity, uniquely innovative design, and the exhilarating driving experience that can only be had behind the wheel of one of these modern Ferrari V12 roadsters.

€280,000 - 340,000





84*

1967 MAZDA COSMO SPORT SERIES I COUPÉ

Chassis no. L10A-10055

- Landmark Mazda sports car
- One of only 343 Series I models
- Restored recently in Japan
- One of the most desirable Japanese sports cars of all time



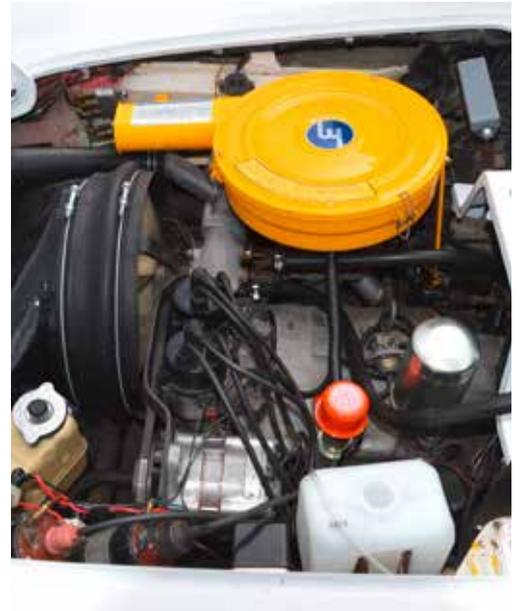
Although founded in the 1920s, the company that would become Mazda Motor Corporation did not commence series production of passenger cars until 1960. Only four years later the Japanese firm exhibited its first rotary-engined prototype, having acquired the rights to produce NSU's Wankel-designed engines.

In 1966 Mazda launched its first rotary, the Cosmo L10A, which went into production the following year. Mazda's flagship model, the Cosmo was powered by a twin-rotor engine displacing 982cc and producing 110bhp, which was enough to endow the pretty two-seater coupé with a top speed of 185km/h (110mph). The independent front suspension used 'A' arms and coil springs, while at the rear there was a leaf-sprung De Dion axle located by trailing arms. Disc brakes were fitted at the front, drums at the rear. Power reached the ground via four-speed manual gearbox. In July 1968 a more powerful and faster (128bhp, 193km/h) L10B version on a longer wheelbase was introduced.

While the Cosmo was a comfortable grand touring car in road-going trim, Mazda was keen to demonstrate its competition capabilities, and at the same time allay any fears about the reliability of their Wankel rotary engine. To this end, the factory entered two cars in the 1968 Marathon de la Route, an 84-hour test of endurance held at Germany's famed Nürburgring circuit. The Cosmos ran near the front of the field during the entire race, with one retiring in the 82nd hour and the other going on to finish 4th overall behind two works-entered Porsche 911s and a works Lancia Fulvia 1.3 HF.

The limited-edition Cosmo was hand-built at the rate of one car per day; by the time production ceased in 1972, only 343 Cosmo Sport Series I models had been completed compared with 1,176 of the successor Series II version. In the world of collectible Japanese cars, the Mazda Cosmo ranks in the top tier, alongside its high-performance Toyota and Nissan competitors, the 2000GT and the Skyline GT-R. This is therefore an exciting opportunity to acquire one of these futuristic looking, 'Jet Age' rotary-engined sports cars.





One of the best Series I models currently available, this particular Cosmo Sport has been fully restored by well-known enthusiasts in Japan. Works carried out included checking the engine and replacing all worn parts, and the car has been fully repainted in the original and correct white livery.

The front and rear bumpers, headlight rings, and side vents were re-chromed, and all other metal parts re-chromed or cleaned, while a new front belly pan was made in aluminium using the original as a pattern. All windows were removed and most of the rubber seals replaced. New carpets were made using the originals as patterns, and both the driver's and a passenger's seats were re-upholstered. Hubcaps were made from carbon fibre and then chromed and painted; the fuel tank was checked; and many rare original parts were renewed. New tyres were fitted also.

Over one year was spent on the restoration to bring this car back to the best possible condition. The rebuild was finished only recently, and we are advised that the car is in full working order. A set of reproduction tools and tool bag, a service manual, a copy of the 'Introduction to Cosmo Sport' book, some colour catalogue copies, and a restoration photograph come with the car.

The mounting enthusiasm for Japanese cars is bringing cars like the Cosmo to the forefront of collecting. With its uniquely attractive good looks, technical prowess and sheer rarity, it is of little wonder that the Cosmo - particularly in the rare Series I form as seen here - has become so sought after.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

€65,000 - 95,000

No Reserve



85

**1979/1981 PORSCHE 911 TYPE 935 DP35
GROUP 5 COMPETITION COUPE**

Chassis no. 9309800947/DP-935-8900-1

- Rare Porsche competition model
- Based on a 1979 Porsche 911 Turbo
- One of three built by dp motorsport
- Believed used in the 1999/2000 Swedish GTR Championship





Following the cancellation of its Can-Am racing venture at the end of 1983, Porsche turned to its 911 road-car as the basis for a new competitions programme, masterminded by Dr Ernst Fuhrmann. Suitably modified, the production 911 had become a favourite with privateer entrants in the GT class, but for ultimate success something more specialised would be required.

The factory' first step along this road would be the RSR, based on the production Porsche 911 Carrera RS. Driven by Peter Gregg and Hurley Haywood, an RSR won at Daytona in March 1973, and then two months later the same car was driven to victory in the Targa Florio by Herbert Muller. By the season's end Porsche had won the first European GT Championship with the RSR.

Development of the RSR had involved extensive revisions to the stock 911's aerodynamics, resulting in the adoption of a deep front air dam and 'duck tail' rear spoiler, and these devices would undergo dramatic increases in size as development progressed.

With the regulations for international sports car racing about to change, Porsche sought to exploit the new rules by applying the turbo-charging technology it had developed for the Type 917 Can-Am cars: the result was the Turbo-Carrera. Running in the prototype class, a factory Turbo-Carrera finished 2nd overall at Le Mans in 1975, hinting at what was to come. When the FIA finally agreed the new formula for 1976 (one year late) it comprised three distinct categories: Group 3 (mass production); Group 4 (limited production); and Group 5 (extensively modified). Group 5 would give Porsche the opportunity to demonstrate its imagination and engineering prowess to the full as it developed a succession of exotic prototypes retaining only the most tenuous of links with the production 911.

For Group 4 competition, Porsche offered the suitably modified Type 934 customer car, while for Group 5's 'silhouette formula' the factory developed the Type 935. Despite a season of mixed results, the highlights of which were wins at Mugello, Vallelunga, and Watkins Glen, plus 4th place at Le Mans, the World Championship of Makes was finally secured with victory in the final round at Dijon.





Capitalising on this brilliant success, Porsche proceeded to build a limited run of customer Type 935 cars for 1977. This would prove to be a shrewd move, for when the Martini-sponsored works team faltered, the customer 935s were there to pick up the baton, winning five rounds of the World Championship of makes in 1977 to the factory's four, making it a clean sweep for the Stuttgart manufacturer. A series of customer cars based on the 935/77 followed.

Over the winter of 1977, Porsche developed its most daring – some would say outrageous – interpretation of the Group 5 'silhouette' formula: the Type 935/78. Known as 'Moby Dick', after Herman Melville's eponymous whale, this amazing creation looked just like an out-and-out prototype into which had been spliced the cabin of a road-going 911, so extensive were the aerodynamic extensions. After a season that showed much promise but only a single win (at Silverstone), the Type 935/78 was retired, its demise coinciding with Porsche's withdrawal from racing. However, such was the extent of Porsche's customer base that it continued to be well represented by privately entered Type 935s; indeed, in 1979, privateer 935s won five of the nine rounds of the World Sportscar Championship, securing Porsche yet another title.





Based on a 1979 Porsche 911 Turbo (chassis number '9309800947'), the car offered here was subsequently rebuilt to dp35 specification by dp motorsport in collaboration with their concessionaire in Sweden, dp-Sweden. Upon completion it received their own chassis number, 'DP-935-8900-1', and was delivered in March 1981 to Sweden, subsequently competing in various races in Scandinavia. It is one of only three such original dp35 Group 5 competition cars. This car's provenance is confirmed by an accompanying letter from dp motorsport, signed by their founder and managing director, Ekkehard Zimmermann.

Founded in Overath near Cologne, Germany, dp motorsport started out designing and building body parts for the Kremer Porsche racing team. In 1975 Zimmermann developed a completely new Porsche 911 racing body for Kremer, and these dp-modified cars proved highly successful, winning several national titles. In 1979, a dp-modified Porsche 911 Type 935 K3 won the Le Mans 24-Hour race outright, and these K3 variants achieved similar success in the United States' IMSA series.

When Group C replaced Group 5, dp motorsport was at the forefront again, building special bodies for the Kremer and Joest Porsche teams' Type 956/962 sports prototypes. The company also offered, and still offers, a range of modifications for road-going Porsches, and are still building cars for historic and modern racing.

It is believed that this dp motorsport Type 935 was used in the 1999/2000 Swedish GTR Championship by Hasse Berglund before being purchased by German historic racer, Professor Michael Rudnig. It is offered with a DMSB-Wagenpass (dated 3rd April 2009) for the Group H, Youngtimer, and CGT categories, which also attests that this is a genuine Group 5 car. After a recommended thorough check, this stunning Porsche, with its powerful twin-turbocharged engine, will surely be a serious contender in classic racing.

€400,000 - 500,000



1989 BMW Z1 ALPINA ROADSTER LIMITED EDITION TRIBUTE

Chassis no. WBABA910X0AL00032

Engine no. 45151807

- Long-term single ownership
- 23,047 kilometres recorded
- Restored and rebuilt as a RLE tribute



'Burkard Bovensiepen's Alpina company has for more than 30 years produced the niche models that BMW itself does not want to make. Based in the Bavarian town of Buchloe, an hour or so from BMW's Munich headquarters, Alpina creates cars for connoisseurs. They are expensive and not necessarily more powerful or faster than standard BMWs, but they do offer combinations not available from the factory.' - *Car & Driver*.

A 'concept car' first shown by BMW in 1986 and officially presented at the Frankfurt Motor Show in 1987, the Z1 sports roadster was used to showcase emerging automotive technologies, including the 'internal skeleton' method of construction that made for a very stiff chassis and excellent roadholding.

Moulded plastic panels clothed the galvanised steel chassis, which was braced by a moulded composite under-tray. The body panels were easily removed, and it was even suggested that owners might want to buy a second set in an alternative colour. Unusually, the electrically operated doors dropped into the body sides to provide access; to date, the BMW Z1 remains the only convertible car to employ this technology. The Z1 could be driven with soft-top closed or open; windows closed or open; or doors open or closed.

The running gear was more conventional - MacPherson strut independent front suspension being complemented by a wishbone set-up at the rear - while motive power was supplied by a 2.5-litre, 170bhp version of BMW's M20 overhead-cam straight six driving the rear wheels via five-speed manual gearbox. Top speed was around 225km/h with 100km/h coming up in around 8 seconds. Production began slowly in 1988 at the rate of six cars per day, ending in 1991 after the planned 8,000 units had been built. Demand was strong from the start despite a high price, and today this landmark model continues to be highly sought after by BMW collectors.

Alpina's conversions for BMWs frequently involve extensive changes to the standard bodywork in pursuit of increased aerodynamic downforce, but happily in the Z1's case these bolt-on additions were not deemed necessary. When it came to producing their special 'RLE' (Roadster Limited Edition) version, Alpina had relatively little to do, so effective was BMW's original conception. Instead, Alpina focused its attention on giving the Z1 a much needed power increase, dropping in its tuned 2,651cc version of the M20 producing 200bhp. With an additional 30 horsepower on tap, the RLE raced to 100km/h in 7.1 seconds on its way to a top speed of around 230km/h.





Changes to the suspension were minimal, while there was little to distinguish the RLE from the standard Z1 apart from its Alpina 17" alloy wheels and Alpina steering wheel. The Z1 is a rare model in its own right but Alpina's Roadster Limited Edition - with only 66 built - takes this exclusivity to another level.

This particular Z1 was first registered in March 1990 in Japan where it enjoyed long-term ownership in the care of a Z1 enthusiast and was well maintained. The vendors purchased the car in 2016 and have restored it as a RLE tribute. All parts were checked and changed where necessary, including the wheelarches, which are genuine Z1 parts, purchased from BMW Classic in Germany. Many other parts were changed to ensure that the Z1 would be good to use for another 20 years, while the body was stripped down and painted throughout in Alpina RLE metallic blue.

The car features original Alpina decor throughout and the convertible top is new. The hardest items to find were the original Alpina wheels, which are mounted on special spacers and shod with new Goodyear tyres. The interior and the seats were refurbished, and the vendors also found a rare nubuck leather to re-cover the handbrake and other interior elements. Other rare parts obtained include the genuine Alpina wooden shift knob and new Alpina steering wheel.

This Z1 is now in very good condition having covered only 23,047 kilometres; indeed, everyone that has seen the finished result has been convinced that this beautiful car is a genuine Z1 Alpina RLE, so similar is it to the genuine article. Accompanying documentation consists of a Japanese export certificate and a restoration file, and the car also comes with a copy of the book 'BMW Z1' and an original owner's handbook.

Please note this motor car is subject to the normal local import tax should it remain in the EU, and duties.

€45,000 - 55,000

No Reserve



87*

1978 DE TOMASO PANTERA GTS COUPÉ

Coachwork by *Carrozzeria Ghia/Vignale*

Chassis no. THPNSU 09040

- *Delivered new to Switzerland*
- *Restored in the late 1980s*
- *Present ownership for 27 years*
- *Registered in Switzerland*



Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame - and competition-specification double wishbone/coil-spring suspension all round.

The Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to a ZF all-synchro five-speed transaxle, the 351ci (5.8-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph (0-96km/h) sprint in a little over 5 seconds and touch 160mph (257km/h) flat out. Styled by Tom Tjaarda at *Carrozzeria Ghia*, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s. De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972.





The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone a series of upgrades. The first of these had appeared on the 'L' model of 1972, which featured 'impact resistant' bumpers and improved cooling and air conditioning systems. Flared wheelarches distinguished the GTS model of 1974, which in European trim came with a 350bhp engine, larger wheels/tyres and other performance enhancements.

Introduced at approximately the same time was the GT/4, a development of the Group 4 competition cars of 1972/73. The first major revision of the Pantera's body style occurred in 1980 with the introduction of the GT5 which, with its deep front air dam and delta-wing rear spoiler, represented one of the earliest examples of these aerodynamic devices being applied to passenger car design.

Introduced in 1985, the GTS5 incorporated further revisions to the bodywork while its interior was significantly upgraded, rivalling that of many a luxury limousine. In 1990 the Pantera was completely redesigned by Bertone's Marcello Gandini, stylist of Lamborghini's Miura and Countach, emerging as virtually a completely new model. Production of the world longest-running supercar finally ceased in 1993.

First registered in Switzerland on 22nd June 1978, this particular Pantera was restored between July and November 1987 at a cost of CHF42,434. The odometer was zeroed at the time of restoration, and the present reading of circa 18,200 kilometres is believed to be distance driven since then. The current vendor (believed to be the third owner) bought the Pantera on 22nd January 1990, since when it has been used sparingly. The car is finished in metallic blue with light grey leather interior, and rolls on De Tomaso alloy wheels. Accompanying documentation consists of a Swiss Carte Grise and an old condition report detailing the restoration works carried out in the late 1980s.

Please note this motor car is subject to the reduced local import tax should it remain in the EU.

Although the car also comes with a Swiss Carte Grise, ASI document, and a Carta di Circolazione, please note the car will be subject to re-import tax should it return to Switzerland with a new owner.

€55,000 - 85,000



88

1995 FERRARI F355 GTS

Chassis no. ZFFPA42JPN0100582

- One of 2,048 made
- Rare manual transmission model
- Two previous owners
- Circa 37,000 kilometres from new
- Major service (belts changed) less than 500 kilometres ago



'Complex, sophisticated, and very fast, it is the quantum leap that has enabled the Ferrari V8 to run in proud parallel with the 456GT and 550 Maranello,' enthused Car magazine's review of the F355. First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'.

The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mould of that great drivers' car, the Dino 246GT. Just how great an advance it was may be gauged from the fact that the F355's best time around Ferrari's Fiorano test track was three seconds quicker than the formidable 512TR's.

Despite its prodigious performance the F355 was no mere 'racer on the road', but a thoroughly modern automobile employing state-of-the-art technology - in the form of computer-controlled variable damping - to reconcile the differing requirements of ultimate roadholding and acceptable comfort. A light-action clutch, proportional power-assisted steering, and driver's air bag were other features calculated to make the car reassuringly user-friendly.

The heart of the F355 though, was its phenomenal 3.5-litre V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 370bhp at 8,250rpm, with 268lb/ft of torque available between 5,000 and 6,500rpm.





A six-speed gearbox, mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

Testing an F355 in 1994, Autocar achieved a top speed of 173mph, with the 0-60mph dash covered in 4.3 seconds. 'The F355 is, we're certain, a landmark car for Ferrari,' declared the esteemed British motoring magazine. 'Not only is it good enough to tear down the walls of the class you think it should be in and cause deep blushes throughout the one above, but it is also the best sports car Ferrari has turned out since the 246 GT Dino some 30 years ago.' Praise indeed.

One of 2,048 F355 GTS models built, this left-hand drive example was originally supplied by Ineco Auto in Modena, Italy and then officially imported into Japan by Cornes, that country's sole Ferrari importer. The car was registered in the UK in the autumn of 2015 and benefits from a major service carried out less than 500 kilometres ago, which included changing the cam belts.

Finished in yellow with black leather interior, the car boasts a non-standard stereo system and carbon-fibre dashboard, and comes complete with its original factory tool kit, instruction manuals, and owner's wallet. Accompanying paperwork consists of a UK V5C registration document and the service history, including bills.
€70,000 - 90,000



89

1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111.027.12.004080

Engine no. 116980.12.003915

- Mercedes-Benz' flagship model and last hand built automobile
- Beautiful colour combination of Moss Green over Tan interior
- Highly equipped example
- 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 280SE 3.5.

Introduced in late 1969 as a prestige model to supplant the somewhat underpowered six-cylinder 280SE, the V8-powered, W111-Series 280SE 3.5 in both coupe and convertible form was of immediate appeal to wealthy customers who were accustomed to having the best quality and workmanship available in an automobile, but didn't need or desire the next step up, the over-the-top 600.

The hand-built body of the new model was slightly restyled, with a cleaner and flatter nose and radiator shell, but was still quite conservative. Beneath the wide hood there now rested a Bosch fuel-injected, 200bhp overhead-cam V8 with 211 foot-pounds of torque designed to deliver excellent performance. One reviewer referred to it as having a "hot-rod"-like persona with a lovely exhaust snarl - while meeting ever-more strict emissions laws in the US, the company's most vital market.





The compact but sturdy engine was capable of moving this big 4/5-seater to 100 kilometres per hour in under 10 seconds, and offered a top speed in excess of 200km/h, a substantial improvement on the six-cylinder version's figures. Large vacuum-assisted disc brakes at each corner allowed the driver to slow with ease, and handling was described as very comfortable, thanks to its coil-sprung independent suspension.

The craftsmen at Sindelfingen produced just 1,232 of these 3.5 V8 Cabriolets, making them extremely rare. Both the open and closed versions of the 3.5 were fitted with just about every luxury amenity a buyer could ask for. The few choices remaining pertained to paint and interior trim colours, which model of Becker stereo system was desired, and electric seat-back adjustment. It all added up to an impressively costly automobile. Significantly, the 280SE 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.

This beautiful 280SE 3.5 Cabriolet is finished in Moss Green over Tan leather interior with a lovely green matching soft top and finished with Burl wood details. One of only 1,232 examples, this Cabriolet was completed at the Stuttgart-based Mercedes-Benz factory in 1971 with numerous desirable options destined for the US market. Equipped with the Behr Airconditioning, power windows and factory fog lights, the car came back to Europe and was restored in 2010 in the Netherlands with no expense spared.

We're advised by the vendor that restoration included overhauling the mechanicals, at the same time this Cabriolet was repainted to a very high level and all other cosmetic work to details that needed attention was carried out by specialists.

Furthermore, the vendor advises us that this particular example handles and drives very well with the smooth and powerful 3.5-litre engine.

An opportunity to acquire one of the last hand built and rare top of the line Mercedes-Benz V8 Cabriolets.

€300,000 - 400,000



The Ex-Piercarlo Ghinzani

1986 OSELLA-ALFA ROMEO FA1G FORMULA 1 RACING SINGLE-SEATER

Chassis no. 01

- 720 bhp
- Powered by an Alfa Romeo 1.5 V8 engine
- Competed in the 1986 season with Ghinzani



The Osella F1 at the 1986 Belgian Grand Prix in Spa-Francorchamps © LAT



Here we are delighted to offer one of the great supporting-cast Formula 1 cars of the 1980s, the Osella-Alfa Romeo as campaigned for the Torinese team by prominent Italian racing driver of the time, Piercarlo Ghinzani. Enzo Osella's competition car manufacturing company had grown from Carlo Abarth's wonderfully productive concern. Meanwhile, Ghinzani, born on 16th January 1952 in Lombardy, Italy, became national and European Formula 3 Champion before earning Formula One drives which kept him in premier-league competition from 1981 until 1989.

He drove in no fewer than 77 Formula 1 Grand Prix races, the majority of them for Enzo Osella, but he also served with the Toleman, Ligier and Zakspeed teams. Ghinzani also became a Group C works-team driver for Lancia alongside fellow Italian teammates Michele Alboreto and Riccardo Patrese.

We understand that Piercarlo Ghinzani kept, and maintained a number of the cars that he drove during his wide-ranging career, and here we offer this highly original, important historic racing car with known provenance.



Furthermore, we are advised that this 1.5-litre turbocharged Formula 1 Osella-Alfa Romeo car is presently 'on the button' and ready to run – although we of course would advise that a specialist technical inspection is conducted.

This Osella is powered by an Alfa Romeo T890 V8 engine with a displacement of 1,497 cc and with its induction system pressurized by twin exhaust-driven KKK-turbochargers. Power output is described as being some 720bhp at 10,800 rpm.

According to the vendor this Formula 1 car which competed in the 1986 season with Italian driver Piercarlo Ghinzani was given to Mr Ghinzani by Enzo Osella in restored condition to join his private collection in the early 1990s. It has since been preserved unused in Ghinzani's ownership until 2015 when it was bought by the current vendor, who had the car restored to runnable condition. This extensive work included the overhaul of the turbocharging system, the braking system, fitting of new tyres and attention to the Alfa Romeo V8 engine's electronics.

We understand that the vendor's specialists will also check the engine again before this sale, start the car and check correct operation of the gearbox.

Recently this Alfa Romeo-powered Formula 1 car was used for demonstration runs in the British "Force Grand Prix" series at the Zandvoort Historic Grand Prix and the Aarhus Classic Race in Denmark.

Although lacking adequate funding in period to compete seriously within Formula 1 against the likes of Ayrton Senna's McLarens, the emergent Williams-Hondas and the Brabham-BMWs, this Osella-Alfa Romeo is nevertheless a worthy addition to any serious collection of Formula 1 or indeed Alfa Romeo-powered competition cars and comes with a history of being used in anger at the world's most celebrated circuits such as Spa-Francorchamps, Monte Carlo, and Imola, to name but a few. A wooden box containing a spare engine and another box with a number of spare parts including pistons and connecting rods come with this Osella. The car is accompanied here by a letter confirming the authenticity of the car from Enzo Osella himself and can be used for demonstrations runs in the British "Force Grand Prix" series as well as the BOSS GP series.

€90,000 - 120,000



1988 JAGUAR XJ-S V12 HE COUPE

Chassis no. SAJJNAEW4BA145541

- *The ultimate in sporting luxury in its day*
- *Automatic transmission*
- *Extensive recent re-commissioning*
- *Registered in Germany*



'The Jaguar XJ-S HE is a car that can lay legitimate claim to full credentials as one of the world's very finest 2+2 Grand Touring automobiles. It has the requisite supple but controlled ride, the superb handling and braking, and the ability to instil that extra feeling of confidence and safety. It also has that wonderfully smooth flow of power and a slightly heavy feel to the whole machine that gradually lightens up as the speed increases. It is, without question, an excellent example of the breed.' – *Road & Track*.

With E-Type sales falling and an outright ban on convertibles looming in its most important export market – the USA – Jaguar addressed the problem of defining its successor as the 1960s drew to a close. Code named 'XJ27', the car that would evolve into the XJ-S was styled by Malcolm Sayer, the man responsible for the E-Type, under the fatherly eye of Jaguar boss, Sir William Lyons.

Conceived as a comfortable and long-legged Grand Routier, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted at the 1976 Frankfurt Motor Show as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s, the expected ban on open cars having failed to materialise.

One of the most important developments in the evolution of the V12-powered XJ-S was the introduction of the HE (High Efficiency) engine in 1981. Incorporating a new design of cylinder head, this more fuel-efficient unit enabled the top-of-the-range XJ-S to meet tighter worldwide emissions legislation. The XJ-S would go on to become Jaguar's best-selling sports car ever, well in excess of 115,000 being made up the time production ceased in April 1996.

Previously owned by a German gentleman, this Jaguar XJ-S was his family's fourth car and was used only sparingly. In 2015/2016 the sum of €6,700 was spent on extensive re-commissioning, which included replacing the battery, wiper and headlight motors, Jaguar emblem, interior headlining, boot seal, bonnet support struts, and dashboard panel, and making repairs to the air conditioning, central locking, boot light, seat heater, water temperature gauge, front panel lighting, etc, etc (list available). Described by the private vendor as in generally very good condition, the car comes complete with spare wheel, two sets of keys, DEKRA document, and German registration papers.

€25,000 - 35,000

No Reserve



1974 MERCEDES-BENZ 450 SEL SALOON

Chassis no. 116033 12 027350

- *Delivered new to Spain*
- *Extensively refurbished in 2015/2016*
- *Only some 100 kilometres covered since*



'It was, and remains, one of the finest, safest and most impressive saloons, and it is surely a testament to the quality of Mercedes engineering that there are still so many in regular use today.' – Lawrence Meredith on the 450 SE, Mercedes-Benz Saloons, Crowood Press.

Mercedes-Benz replaced the existing S-Class in 1972 with the new W116 line up that had been on the drawing board since the mid-1960s. Much of the development programme had concentrated on secondary safety, to such an extent that its occupants were considered more likely to survive an accident in the 450 SE saloon (or its peers) than possibly any other car in the world. Base model of the new S-Class was the 280 S equipped with a carburettor-fed 2.8-litre twin-cam six, while for those with deeper wallets there was a choice of 350 SE or 450 SE V8s, both of which were available in long-wheelbase 'SEL' variants. For plutocrats there was the 450 SE 6.9.

A necessarily heavy automobile, the 450 SE was little quicker off the mark than its smaller-engined siblings, but as Motor Sport observed: 'It is in these middle and upper ranges, rather than in sheer standing-start acceleration, that the 450 SE excels, all powerfully, simply "whooshing" through overtaking.'

One of the first 450 SELs delivered new to Spain, this automatic-transmission example was purchased in Barcelona from a Spanish banking family. Noteworthy features of this supremely well-equipped car include alloy wheels, electric mirrors, electric windows, automatic climate control, fog lights, stereo system, sunroof, power steering, heated seats, and central locking.

In 2015-2016 Stehling Automobile in Berlin carried out extensive mechanical and cosmetic refurbishment and changed all four tyres, since when the car has covered only some 100 kilometres. Works carried out include fitting new brake hoses, overhauling the steering, a partial re-spray, replacing all door seals, etc, the total cost being €9,330.

The substantial history file contains Spanish service and roadworthiness testing documentation; invoices totalling around €4,000 issued by MB Motors in Barcelona; and an illustrated report concerning the 2015/2016 restoration (inspection recommended). Finished in grey with green leather interior, this beautifully presented Mercedes-Benz comes complete with spare wheel, two sets of keys, and Spanish registration papers.

€20,000 - 30,000

No Reserve

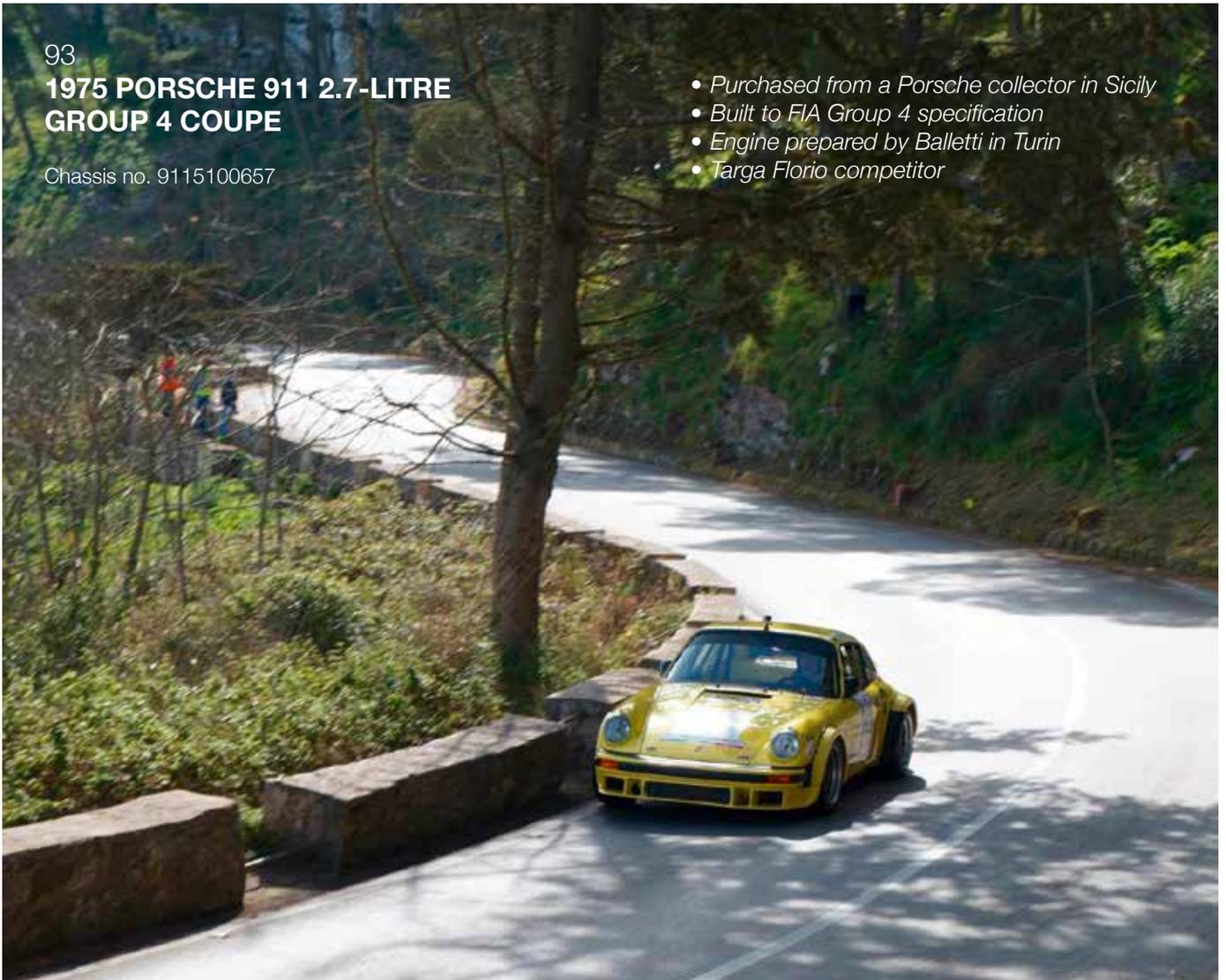


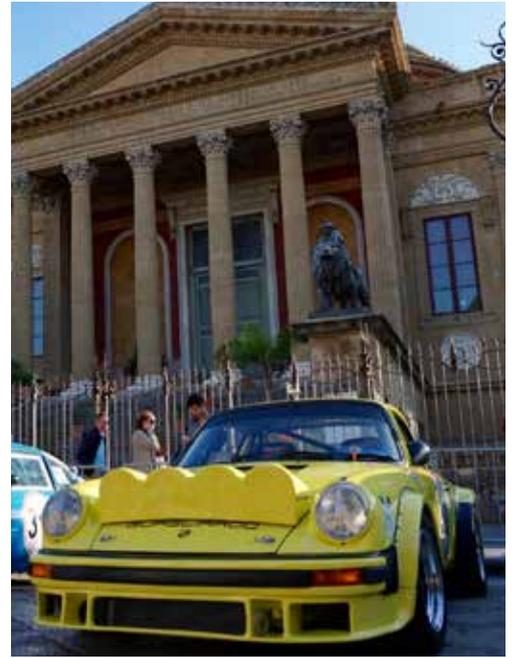
93

**1975 PORSCHE 911 2.7-LITRE
GROUP 4 COUPE**

Chassis no. 9115100657

- Purchased from a Porsche collector in Sicily
- Built to FIA Group 4 specification
- Engine prepared by Balletti in Turin
- Targa Florio competitor





A 'modern classic' if ever there was one, Porsche's long running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell 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 engine displaced 1,991 cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

The first of countless up-grades came in 1966 with the introduction of the 911S, 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, from 2.0 to 2.2 litres.

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

This particular 911 was purchased from a Porsche collector in Catania, Sicily, who had prepared the car for racing but not used it in that role. Following acquisition, no expense was spared in the car's restoration; mechanical parts were renewed wherever necessary to make it 100% ready racing, while the body was sandblasted and repainted. We are advised that the car is to FIA Group 4 specification, featuring Type 930 Turbo brakes, mechanical fuel injection, 50mm throttle bodies, rally-ratio gearbox, 8:35 final drive, and a limited-slip (55%) differential. Fully overhauled and prepared by Porsche specialist Balletti in Turin, the engine produces a claimed 290 horsepower. Since its acquisition by the current vendor, this 911 has competed in the Targa Florio, Monza Rally, and the Floriopoli-Cerda and Cefalù Gibilmanna hill climbs.

€60,000 - 80,000



94

1967 MERCEDES-BENZ 230 SL ROADSTER WITH HARDTOP

Chassis no. 11304212011961

- Final production year example
- Recent extensive restoration
- Engine freshly overhauled



Finished in red with black leather interior, this car is an automatic-transmission example of the 230SL, a landmark model that founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220SE and producing 150bhp. An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph.

The 230SL even managed a debut competition victory, as Sporting Motorist noted: 'Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt.'

Soon after the 230SL was announced, Eugen Böhringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory.' Christened 'Pagoda' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

Dating from the final year of production, this 230 SL is believed to have been supplied new to California, USA; it is an example of the 'roadster with hardtop' model (there is no soft-top) popular in that particular market. In 2015 the Mercedes was treated to a 'body off' restoration, undertaken in Romania by High Class Auto of Bucharest. A photographic record of the work is on file. High Class Auto are presently carrying out a complete overhaul of the engine, which will have been reinstalled by time of sale. Described by the private vendor as in generally good condition, the car comes complete with a California Certificate of Title, and the original owner's manual and service booklet in their original Mercedes-Benz wallet. EU import duties have been paid.

€50,000 - 60,000

No Reserve



1987 MERCEDES-BENZ 560 SEC COUPE

Chassis no. WDB1260451A332951

- *Flagship coupé model*
- *European specification 300 horsepower model*
- *Delivered new to Italy*
- *Factory sunroof*



Mercedes-Benz introduced its new medium-sized, S-Class range at the International Motor Show, Frankfurt in 1979, there being no fewer than seven models with the new W126 body style. As with the superseded W116 range, 'S-Class' was an abbreviation for Sonderklasse (Special Class). Launched at the Frankfurt Auto Show in 1985, the 560 SEC coupé was an addition to the W126 line-up and the most powerful of the three luxury coupés then on offer. This new model retained the existing bodysell virtually unchanged but was powered by the new 5,547cc version of the M117 all-alloy V8 engine producing 300bhp (DIN). The 5½-litre engine was also used for Mercedes-Benz's luxury flagship, the 560 SEL saloon, though customers resident in the USA had to make do with considerably less powerful versions of both models.

The running gear followed Mercedes-Benz's established pattern, comprising all-independent suspension and four-wheel disc brakes, but there was no longer a choice of transmissions, a four-speed automatic being the only one on offer. Compared with the superseded W116, the W126 was aerodynamically more efficient, a factor that enabled the range to meet the requirement's of Mercedes-Benz's 'Energy Program', instigated to improve fuel efficiency. Many commented on the distinctly Italian flavour of the new styling which, combined with Mercedes-Benz's traditional exemplary build quality, made this new S-Class so appealing.

Despite weighing almost 1¼ tons, the 560 SEC raced to 100km/h in only 7.2 seconds, on its way to a top speed of 156mph, these figures being a considerable improvement over those of the 500 SEC. As befitted one of Mercedes-Benz's flagships, the 560 SEC came standard with a host of desirable features, while customers could choose from an equally lengthy list of options. Despite its elevated price, the 560 SEC would turn out to be the most popular of the W126 coupés. Surely destined to be classics of the future, 28,929 examples of this luxuriously equipped, limited edition model were made between 1985 and 1991.

Delivered new in Milan, Italy on 9th October 1987, and thus one of the rarer European specification 300 horsepower models, this 560 SEC is finished in black metallic with grey leather interior, and is equipped with air conditioning and a sliding steel sunroof. The car has recently benefited from a new set of tyres, a new exhaust system, and new shock absorbers all round, while at the same time the alloy wheels were refurbished. Offered with Italian registration documents and an Italian language owner's manual.

€20,000 - 25,000

No Reserve



GENERAL CONDITIONS

The text below is a free translation of the Conditions Générales in French. If there is a difference between the English version and the French 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 French, 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 “adjugé” (“sold”).
- If the reserve price has not been met, the Lot will be finalised by the strike of a Hammer.
- On the fall of the Hammer, the Buyer must show the auctioneer the number allotted to them.
- After the sale, all risks pertaining to the Lot shall be transferred to the Buyer in full, unreservedly. It is the responsibility of the Buyer to have purchases insured. Bonhams rejects any liability for damage that the Buyer may suffer between the moment of sale and removal of the Lot in the event of breach of this requirement by the Buyer.

Payment

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

Symbols beside Lot numbers:

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

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

Collectors cars

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

Exporting Lots

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

Export licence

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

Copyright

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

Law and jurisdictional competence

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

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

CONDITIONS GÉNÉRALES

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

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

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

Définitions des mots et expressions utilisées dans les conditions générales

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

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

Les Lots marqués d'un (#) sont mis en vente par un membre de Bonhams.

Etat des Lots

- Bonhams conseille aux enchérisseurs d'examiner avec attention avant la vente aux enchères publiques le ou les Lots pouvant les intéresser. Des '**conditions reports**' sur l'état des Lots sont disponibles sur demande auprès du département concerné.

- Tous les renseignements concernant l'état d'un Lot dans les descriptions du catalogue ou dans les '**conditions reports**' ainsi que toute déclaration orale constituent l'expression d'une opinion. Les références faites dans les descriptions du catalogue ou dans les '**conditions reports**' concernant l'état d'un Lot, relatives à un accident ou une restauration, sont données afin d'attirer l'attention de l'acheteur.

- L'état d'un Lot peut varier entre le moment de sa description dans le catalogue et celui de sa présentation à la vente. Toute variation de ce type sera annoncée au moment de la vente et consignée au procès-verbal de vente.

Les enchères

- Toute personne désireuse d'enchérir sera tenue avant la vente de remplir auprès de Bonhams un formulaire d'enregistrement. Elle remettra à Bonhams une pièce d'identité ainsi que ses références bancaires. Le formulaire dûment rempli, signé et daté sera remis à Bonhams avant que la vente ne commence et un numéro d'enregistrement sera affecté à chaque enchérisseur potentiel.

- Tout enchérisseur sera considéré et présumé avoir agi pour son propre compte, à moins que, avant la vente, il n'ait expressément porté à la connaissance de Bonhams, par écrit, qu'il agissait pour le compte d'un tiers et que ce tiers ait été agréé par Bonhams. Dans ce cas, les deux parties seront considérées par Bonhams solidairement responsables.

- Le fait d'enchérir impliquera automatiquement pour l'enchérisseur qu'il aura lu, compris et accepté les conditions de vente générales.

- La vente se déroulera en français qui est la langue qui fait autorité d'un point de vue juridique.

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

- Bonhams se réserve le droit, à son entière discrétion, de refuser à toute personne la participation aux enchères.

- Les estimations fournies par Bonhams le sont à titre indicatif et ne peuvent être considérées comme une quelconque garantie d'adjudication.

- Si un prix de réserve a été fixé, le commissaire-priseur habilité se réserve le droit de porter des enchères pour le compte du vendeur jusqu'à atteindre le prix de réserve.

- Bonhams ne saurait être tenue responsable en cas de vente d'un Lot pour lequel aucun prix de réserve n'aurait été fixé, pour un montant inférieur à l'estimation.

- La mise à prix sera fixée à l'entière discrétion du commissaire-priseur.

Ordres d'achat

- Bonhams offre la possibilité aux acheteurs potentiels n'assistant pas à la vente d'enchérir par l'intermédiaire d'un ordre écrit ou par téléphone. Pour ce faire, des formulaires sont à disposition sur place et annexés au catalogue.

- Le défaut ou une erreur d'exécution d'un ordre d'achat n'engagera pas la responsabilité de Bonhams. Cette faculté ne constituant qu'un service proposé gracieusement à l'acheteur potentiel.

- Si Bonhams reçoit plusieurs ordres écrits pour des montants identiques sur un même Lot et si, lors des enchères, ces ordres représentent les enchères les plus élevées, celui-ci sera adjugé à l'enchérisseur dont l'ordre aura été reçu en premier.

- Bonhams ne pourra voir sa responsabilité engagée si la liaison téléphonique n'est pas établie pour cause d'un problème technique, d'une erreur ou d'une omission.

Les incidents de la vente

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

Adjudication

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

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

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

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

Le paiement

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

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

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

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

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

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

Symboles précédents les numéros de Lot:

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

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

Automobiles

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

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

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

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

Exportations des Lots

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

Certificat d'exportation

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

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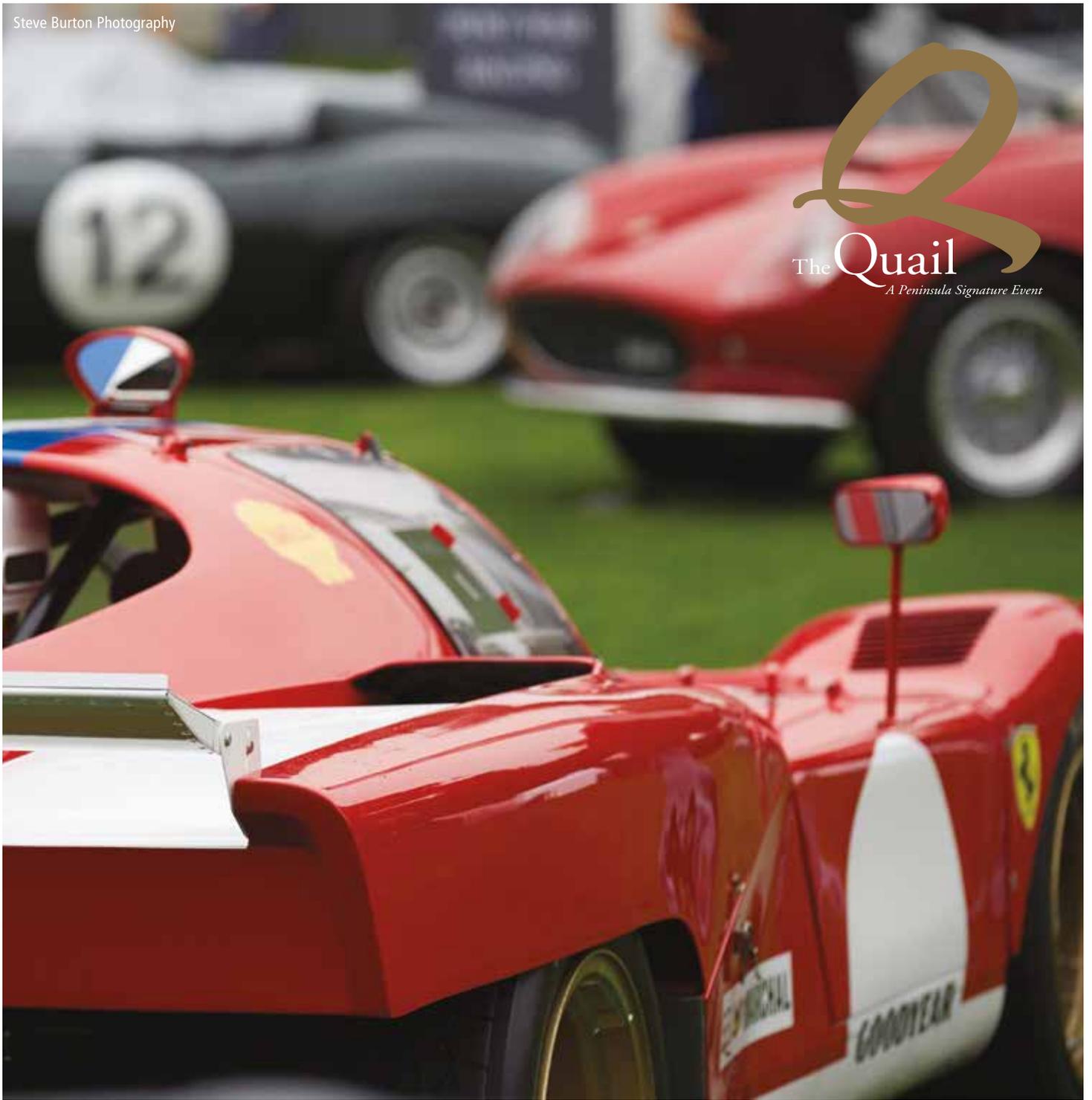
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Frankfurt '93 & Geneva '94 Motor Show car
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Coachwork by Michalak - road registered
No Reserve

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Knokke-Le Zoute, Belgium



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Sold for €586,500, Zoute 2016



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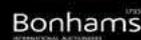
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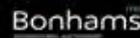
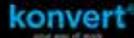
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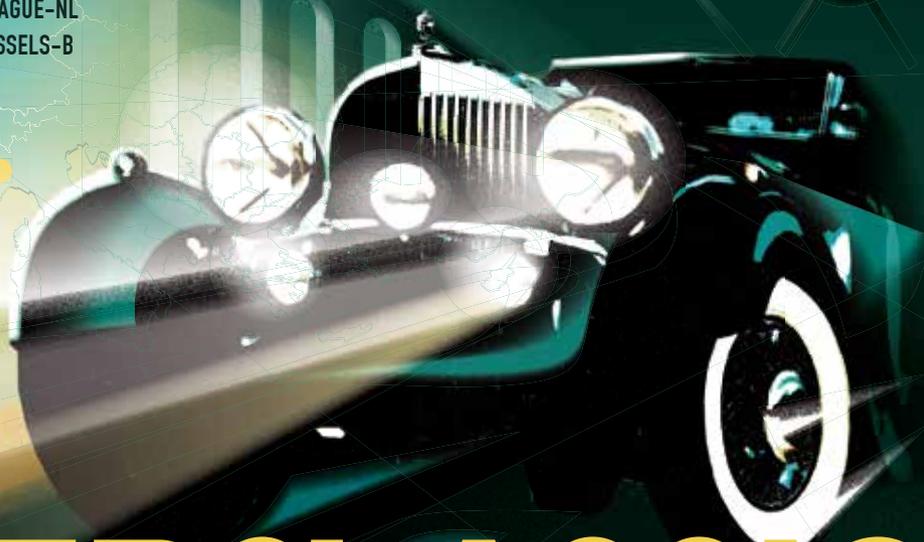
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Lot no.	Year	Model	Lot no.	Year	Model
30		Alfa Romeo 2300 8C Monza Child's Car	66	1965	Lotus Elan to 26R FIA specification
71	1956	Alfa Romeo Giulietta Sprint Veloce Alleggerita Coupé	40	1973	Lotus Europa Twin-Cam Special Coupé
44	1959	Alfa Romeo 750 Series Giulietta Spider	54	1968	Maserati Quattroporte Sports Saloon
69	1964	Alfa Romeo Giulia TI Super Competition Saloon	61	1969	Maserati Ghibli SS 4.9-Litre Coupé
81	1969	Alfa Romeo GTA 1300 Junior	56	1971	Maserati Indy America Coupé
60	1980	Aston Martin V8 Volante	84	1967	Mazda Cosmo Sport Series I Coupé
48	1989	Audi V8 Quattro Belga Procar Competition Saloon	62	1958	Mercedes-Benz 300SL Roadster
36	1995	Audi RS2 Avant	94	1967	Mercedes-Benz 230 SL Roadster with Hardtop
33	1966	Austin Mk1 Cooper to 'S' FIA-specification	92	1974	Mercedes-Benz 450 SEL Saloon
68	1956	Austin-Healey 100M 'Le Mans' Roadster	53	1981	Mercedes-Benz 500 SLC 'Sunroof' Coupé
73	1991	Benetton 3.5-litre Benetton-Cosworth Ford B191 Formula 1	74	1987	Mercedes-Benz 500 SL Convertible with Hardtop
31	1957	BMW Isetta 300 Microcar	95	1987	Mercedes-Benz 560 SEC Coupé
47	1986	BMW 325i Juma BELGA Group N Competition Coupe	90	1986	Osella Alfa Romeo FA1G Formula 1 Racing Single-Seater
37	1998	BMW M3 E36 Coupé	46	1958	Porsche 356A 1600 Super Speedster
86	1989	BMW Z1 Alpina Roadster Limited Edition Tribute	80	1959	Porsche 356A 1600 Super Convertible D
38	1978	Chevrolet Corvette '25th Anniversary' Targa-Top Coupé	42	1966	Porsche 911 2.0-Litre 'SWB' Coupé
87	1978	De Tomaso Pantera GTS Coupé	34	1974	Porsche 914 2.0-Litre Bumblebee Limited Edition Targa
88	1995	Ferrari F355 GTS	93	1975	Porsche 911 2.7-Litre Group 4 Coupé
67	1996	Ferrari F355 Challenge Coupé	75	1976	Porsche 911S 2.7-Litre Targa Coupé
45	2003	Ferrari 456 Modificata GT Coupé	49	1976	Porsche 934/5 Kremer Group 4 Competition Coupé
83	2006	Ferrari 575 Superamerica F1	85	1979/1981	Porsche 911 Type 935 dp95 Group 5 Competition Coupé
43	1971	Ford Capri RS2600 Lightweight Competition Coupé	89	1980	Porsche 911 SC 3.0-Litre Group 4 Coupé
51	1973	Ford Mustang Convertible	35	1988	Porsche 928 S4 Coupé
65	1988	Ford Sierra RS Cosworth	32	1988	Porsche 944 S Coupé
70	1965	Jaguar E-Type 3.8-Litre Semi-Lightweight Roadster	72	1989	Porsche 911 3.2-Litre 'Narrow-body' Speedster
55	1970	Jaguar E-Type Series 2 4.2-Litre 2+2 Coupé	82	1989	Porsche 911 Type 930 Turbo Targa 5-speed G50 gearbox
52	1972	Jaguar E-Type Series III V12 Roadster	77	1993	Porsche 911 Turbo 3.6-Litre Type 964 Coupé
76	1973	Jaguar E-Type Series III V12 Roadster	58	1921	Rolls-Royce 40/50hp Silver Ghost Phaeton
91	1988	Jaguar XJ-S V12 HE Coupé	57	1933	Rolls-Royce 40/50hp Phantom II Roadster
64	1992	Jaguar XJ-S V12 Convertible	41	1972	Saab Sonett III Coupé
63	1978	Jeep CJ-5 4x4	78	2006	TVR Tuscan Convertible
59	1971	Lamborghini Espada Series II Coupé	50	1977	Volkswagen T2 Transporter
79	2000	Lotus 340R Roadster	39	1970	Volvo Amazon' 122S Group 2 Rally Car





LOT 72

One of only 171 examples built

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EB 1793

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