



THE ZOUTE SALE[®]

Important Collectors' Motor Cars

Friday 6 October 2017
Knokke-Le Zoute, Belgium



Bonhams



LOT 40

Ex-Armand Bleton 'Blary'

1961 CHEVROLET CORVETTE C2 TYPE 887 CONVERTIBLE WITH HARDTOP





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

We have sourced an exciting and varied selection of automobilia and mainly post war collectors' motor cars, reaching out with a number of lots to a new generation of younger collectors who still remember the sports cars from the end of the last century in their student days. Whether you are an experienced bidder wishing to enhance your collection or a first time buyer, I am confident that we offer something that will appeal to you – in addition where else in the world can you one day tell your grandchildren that you bid on and hopefully purchased a car in a spectacular tent on the beach!

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

Philip Kantor
Head of Department, Collectors' Motor Cars Europe



THE ZOUTE SALE® - by Bonhams

THE ZOUTE SALE®

Important Collectors' Motor Cars Bijzondere auto's voor verzamelaars

Friday 6 October 2017, 6pm
Vrijdag 6 oktober 2017, 18.00 uur

Knokke Le Zoute, Belgium
Knokke – Het Zoute, België



UNDER THE JURISDICTION OF

Me Alex Dockers
Bailliff in Waregem

BONHAMS 1793 LTD

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

Knokke Le Zoute
Albertplein
8300 Knokke
Belgium

VIEWING

Thursday 5 October
10am to 6pm

Friday 6 October
from 9am to 6pm

AUCTION DATE AND START TIMES

Friday 6 October 2017, 6pm

CONTACT DURING THE SALE PERIOD

Wednesday 4 October to
Saturday 7 October
+33 (0) 1 42 61 10 11

BUYER'S PREMIUM (Notice to Buyers)

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

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

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

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

Important

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

CATALOGUE

€50 + p&p

SALE NUMBER: 24130

ONDER JURISDICTIE VAN

Me Alex Dockers
Gerechtsdeurwaarder in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101
1040 Brussels
België
Bedrijfsregistratienummer België
841074627

Knokke - Het Zoute
Albertplein
8300 Knokke
België

BEZICHTIGING

donderdag 5 oktober
van 10.00 uur tot 18.00 uur
vrijdag 6 oktober
van 09.00 uur tot 18.00 uur

VEILINGDATUM & AANVANGSTIJD

vrijdag 6 oktober 2017, 18.00 uur

CONTACTGEGEVENS TIJDENS DE VEILING

van woensdag 4 oktober tot
zaterdag 7 oktober
+33 (0) 1 42 61 10 11

OPGELD

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

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

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

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

Belangrijk

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

CATALOGUS

€50 + verzendingskosten

VERKOOPNUMMER: 24130

Bonhams 1793 Limited

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

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

Bonhams International Board

Robert Brooks Co-Chairman,
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Colin Sheaf Deputy Chairman,
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Patrick Meade Group Vice Chairman,
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Veronique Scorer, Robert Smith, James Stratton,
Ralph Taylor, Charlie Thomas, David Williams,
Michael Wynnell-Mayow, Suzannah Yip.

NOTICE COLLECTIONS, TRANSPORT AND STORAGE

Purchases will only be released when cleared funds are received.

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

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

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

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

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

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

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

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

ADMINISTRATION AND UPLIFT FROM ALBERTPLEIN:

€290 + VAT per motor car

STORAGE CHARGES:

First 14 days

€25 + VAT per motor car per day

IMPORTANT NOTICE:

The storage facility will remain operational until Friday 20 October 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.

TRANSPORT CONTACT:

Polygon Transport
Contact: Wayne Loveland
+44 (0) 2380 871 555
+44 (0) 7836 220 408 mobile
wayne@polygon-transport.com

CARS Europe
Contact: Chris Dale
+44 (0) 1284 850950
+44 (0) 7841 985156 mobile
chris@careurope.net

CUSTOMS

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

CARS Europe
Contact: Adam Wyand Brooks
+44 (0) 1284 850950
+44 (0) 7860 371512 mobile
adam@carseurope.net

INSURANCE AFTER SALE

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

KENNISGEVING: AFHALINGEN, TRANSPORT EN OPSLAG

Aankopen worden alleen vrijgegeven nadat de betaling voldaan is.

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

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

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

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

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

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

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

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF ALBERTPLEIN:

€290 + BTW per motorvoertuig

OPSLAGKOSTEN:

Eerste 14 dagen

€25 + BTW per motorvoertuig per dag

BELANGRIJKE INFORMATIE:

De opslagfaciliteit zal operationeel blijven tot vrijdag 20 oktober 2017. Na deze datum zullen alle niet-afgehaalde voertuigen worden verwijderd en op kosten van de klant overgebracht naar de permanente opslagfaciliteit in de UK.

TRANSPORT CONTACT:

Polygon Transport
Contact: Wayne Loveland
+44 (0) 2380 871 555
+44 (0) 7836 220 408 mobile
wayne@polygon-transport.com

CARS Europe
Contact: Chris Dale
+44 (0) 1284 850950
+44 (0) 7841 985156 mobile
chris@careurope.net

DOUANE

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

CARS Europe
Contact: Adam Wyand Brooks
+44 (0) 1284 850950
+44 (0) 7860 371512 mobile
adam@carseurope.net

VERZEKERING NA VERKOOP

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

YOUR CONTACTS FOR THIS SALE

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

Contact details during the sale period
from Wednesday 5 to Saturday 8 October:

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

FOR ALL CORRESPONDENCE

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

Motor Car Specialists

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

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

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

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

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

Sale Administrators

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

Mathieu Kaeder
+33 (0) 1 42 61 10 11
+33 (0) 6 66 01 91 03
mathieu.kaeder@bonhams.com

CUSTOMER SERVICES

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

BIDS SERVICE/SALE REGISTRATIONS

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

BUYERS/SELLERS ACCOUNTS

+44 (0) 20 7468 8292
+44 (0) 20 7447 7430 fax
customeraccounts@bonhams.com

PRESS OFFICE

+44 (0) 20 7468 8210
+44 (0) 20 7468 8209
press@bonhams.com

CATALOGUE SUBSCRIPTIONS

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

RECOMMENDED TRANSPORTERS

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

ACKNOWLEDGEMENTS

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

Daimler AG

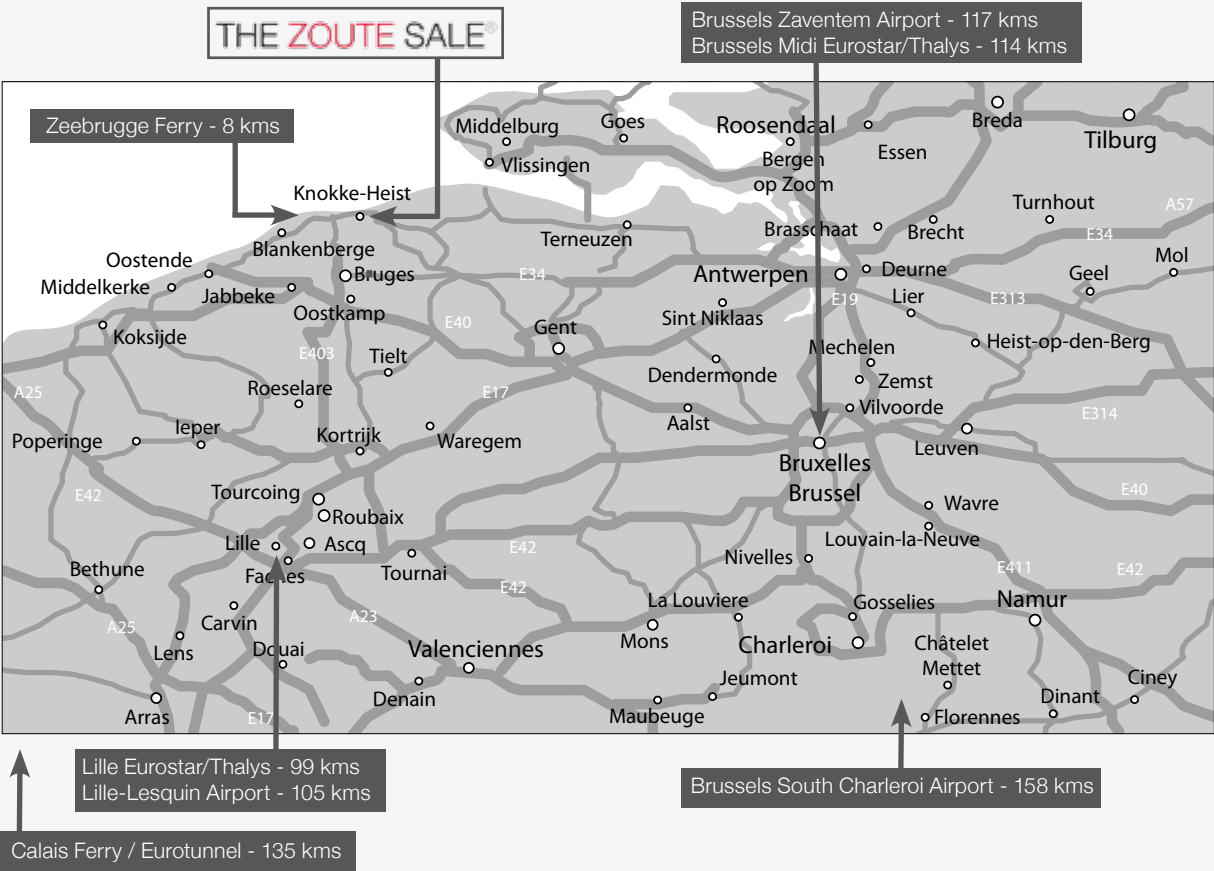
Anita Greiner
Ian Hadley-James
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Koen Vanhout

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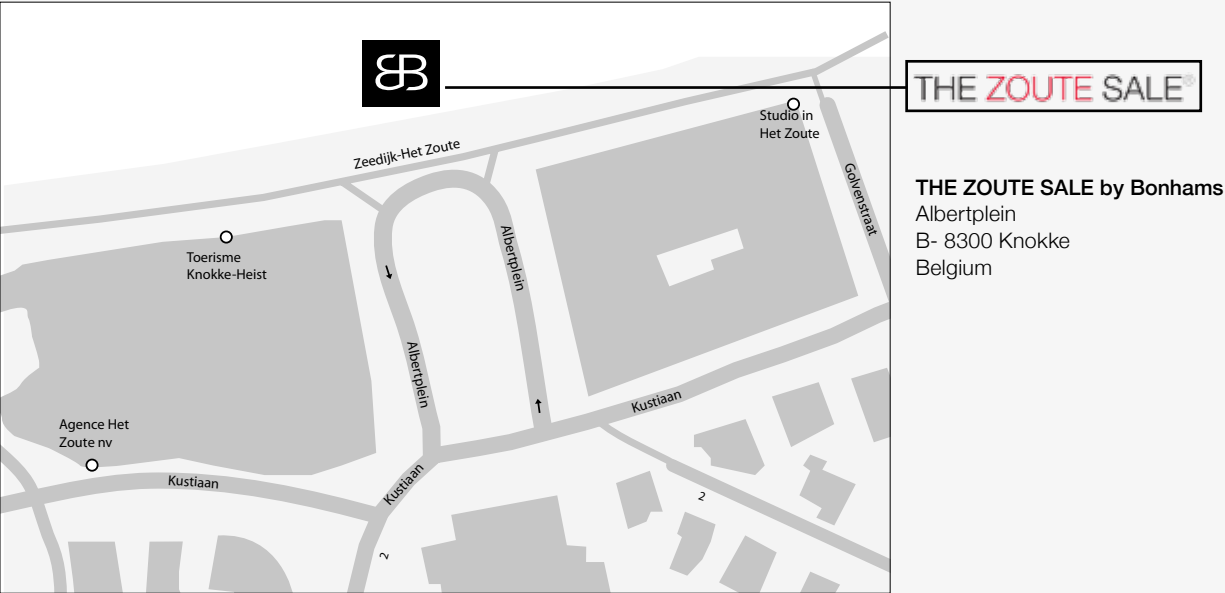
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Rear cover, lot 22, 28, 33, 43, 47, 49
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lot 35

DIRECTIONS TO KNOKKE LE ZOUTE, BELGIUM



THE ZOUTE SALE VENUE



IMPORTANT INFORMATION FOR BUYERS AND SELLERS

BELANGRIJKE INFORMATIE VOOR KOPERS EN VERKOPERS

GENERAL INFORMATION

Commission bids

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

Payment

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

Bonhams bank details

36 Boulevard du Souverain
1170 Brussels, Belgium

HSBC

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

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

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

Only Automobilia items can be paid by credit card payments, subject to a 3% surcharge. Cash accepted up to a limit of €3,000

Buyers Premium (Notice to Buyers)

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

Bidder registration

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

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

Insurance after the sale

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

Collection of Vehicles

Collection of vehicles is available by appointment only – whether you intend driving the car away from storage or using a vehicle transport company. Bonhams personnel will be on site from Friday 7 October to Saturday 8 October, 12 noon. Thereafter, all vehicle collections must be co-ordinated via our transport representatives.

Collections, Transport and Storage

see Notice: Collections, transport and storage details.

Damage

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

ALGEMENE INFORMATIE

Bieden in commissie

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

Betaling

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

Bonhams bank details

36 Boulevard du Souverain
1170 Brussels, Belgium

HSBC

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

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

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

Enkel Automobilia loten kunnen worden betaald met creditcard, onderhevig aan een toeslag van 3%.
Contante betalingen worden geaccepteerd tot maximaal €3000

Opgeld (Kennisgeving aan kopers)

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

Registratie van bidders

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

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

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

Verzekering na verkoop

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

Afhalen van voertuigen

Voertuigen kunnen alleen op afspraak worden afgehaald, ongeacht of u het voertuig zelf wilt besturen of dat u het voertuig af laat halen door een transportbedrijf voor voertuigen. Het personeel van Bonhams is op de locatie aanwezig van vrijdag 7 oktober tot zaterdag 8 oktober 12.00 uur. Daarna moet het afhalen van alle voertuigen worden geregeld met onze transportvertegenwoordigers.

Afhalingen, transport en opslag

zie Kennisgeving: Afhalen, transport en opslag.

Schade

Iedere kijker die een kavel beschadigt wordt wettelijk aansprakelijk gesteld.

AUTOMOBILIA

LOTS 1 - 17



1
**FERRARI-PININFARINA
40 ANNI DI COLLABORAZIONE**
Lithographs (5)
€300 - 500
No Reserve



2
**RALPH ANDREW RICHARDS
JACQUES SWATERS FERRARI F500 F2**
Original watercolour (Framed) 29x39 cm
€3,000 - 4,000
No Reserve



3
**ENZO FERRARI A TYPED LETTER ON
FERRARI LETTER HEAD PAPER**
signed by Enzo Ferrari (framed)
with an envelope dated 9.06.1987 (2)
16x21cm
€800 - 1,200
No Reserve



4
FERRARI ORIGINAL CAMSHAFT
A lamp with its lampshade, H: 60cm
€400 - 600
No Reserve



5
A 1920S PERIOD MOTORCYCLE HELMET
together with a photograph of September 1925
in Modena by F. Testi where Enzo Ferrari was in
charge of the 125cc motorcycle class. (2)
€600 - 900
No Reserve



6
FERRARI FF40 COMMEMORATION
Lot comprising: Two framed and signed posters, Two
programs, Menu of the dinner organised in the honour
of Mr Jacques Swaters for the 40th anniversary of
his collaboration with Ferrari - "Parc du Centenaire"
Brussels, September 24, 1992, Rally plates, Passes. (8)
€400 - 600
No Reserve



7
ENZO FERRARI PILOTI, CHE GENTE...
A possibly unique copy signed by Enzo Ferrari
and twenty-nine racing-drivers
€5,000 - 6,000



8
**SERGIO PININFARINA - DINNER MENU
WITH ONE OFF ORIGINAL SKETCHES**
by Sergio Pininfarina, 21x31cm
€2,500 - 3,500



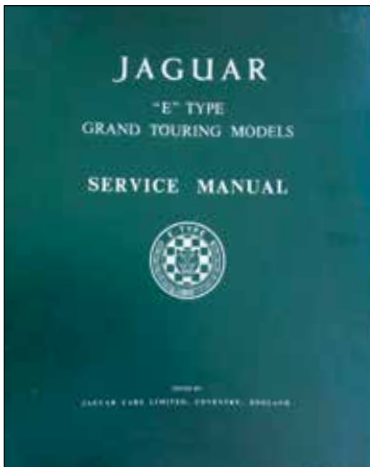
9
**GARAGE FRANCORCHAMPS - 50 YEARS OF
PASSION A FERRARI JUBILEE 1952-2002**
Book, Apach editions, comprising twenty photographs
and Jacques Swaters Foundation brochures
€200 - 300
No Reserve



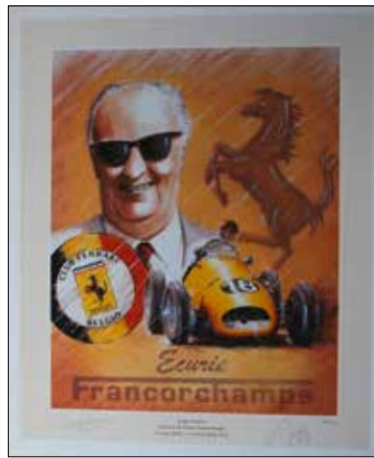


10
**FERRARI 360 MODENA-
 456 GT- F355- F512M -
 550 BARCHETTA COLOUR
 LITHOGRAPHS**

48x69cm. (5)
 €500 - 700
 No Reserve



14
**AN ORIGINAL FACTORY
 SERVICE MANUAL FOR THE
 SERIES 1 JAGUAR E-TYPE**
 €400 - 600
 No Reserve



11
**FERRARI 500 F2 - WINNER BERLIN
 AVUS GRAND PRIX 1953**

A poster representing Enzo Ferrari and Jacques Swaters, numbered 101 of 300
 Signed by Jacques Swaters and B. Deliege
 50x60cm
 €400 - 600
 No Reserve



15
1976 BMW 3.5 CSL MODEL 1/12 SCALE

Only 4 examples of the 1976 BMW 3.5 CSL were built to Group 5 specifications. For two races; Dijon and Silverstone one of these cars was equipped with the 3200 cc turbo engine producing 780 bhp. This car, chassis no. 227598, The Ex-Ronnie Peterson drove in Phoenix and was restored in 1995/96. It was restored again in 1998 and after the passing of the owner, it disappeared in a private collection. Of these 4 cars, only two have survived including the one at the BMW Museum which is in running condition. Comes with a custom display case. c. 40cm long.
 €1,500 - 2,500

17
SCHEDONI FERRARI BAGS

The six-piece black leather luggage set for Ferrari Testarossa by Schedoni offered is unused and remains in brand-new condition with Ferrari dust bags.
 €5,000 - 8,000
 No Reserve

18 - 20
NO LOTS



12
FERRARI LITHOGRAPHS AND DRAWINGS

Ferrari 250 GTO & Ferrari 330 P4 Le Mans, Ferrari 512S Sebring, Liège-Rome-Liège: full colour lithograph numbered 255 of 700, signed by P. Englebert, 44x66cm with a photograph. (5)
 €800 - 1,200
 No Reserve

13
NO LOT

16
**A BULGARI OCTO MASERATI
 LIMITED EDITION WATCH, 2014,**

one of a limited edition of 1914 to commemorate Maserati's centennial, this example presented to the winner of the Maserati Centennial Concours d'Elegance in Torino, self-winding column wheel chronograph, 'Velocissimo' Zenith-type standard-setting 'el Primero' movement, stainless steel case 41.5mm wide, 13.07mm deep, static bezel, round polished blue lacquered dial with three subsidiary champlévé enamelled chronograph dials, date window at 4:30, Maserati trident symbol incorporated into tail of the second hand, blue glass panel caseback lettered "MASERATI EST 1914 1 OUT OF 1914", with matching leather strap, unused, in original box with guarantee, certificate and instructions.
 €3,000 - 4,000
 No Reserve



MOTOR CARS

LOTS 21 - 53

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



LOT 31

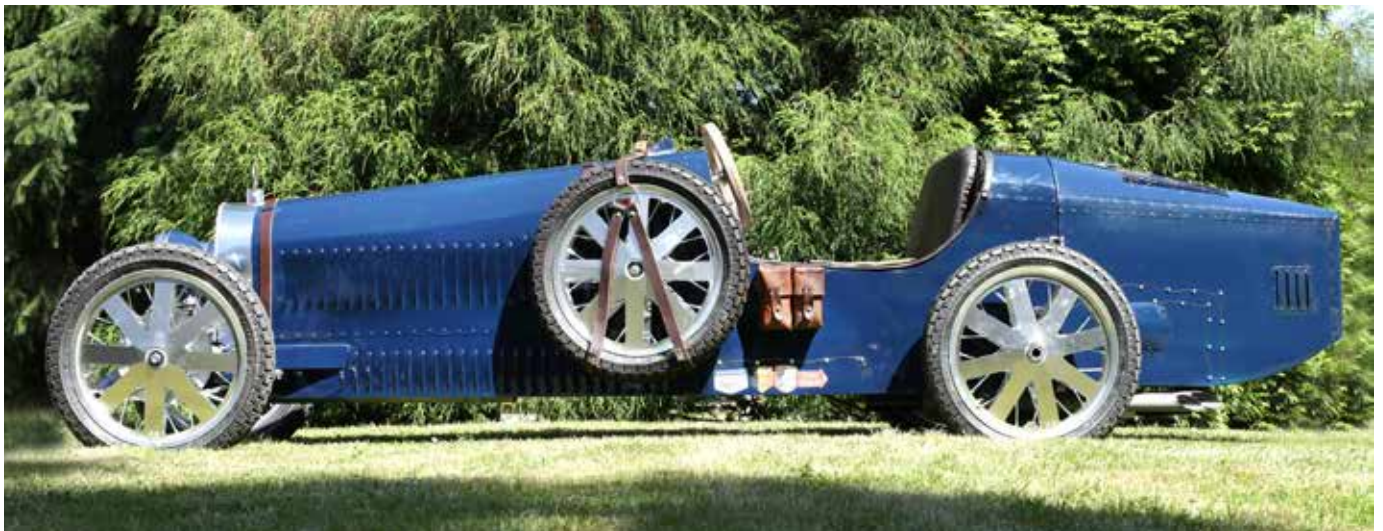
1957 ALFA ROMEO GIULIETTA SPRINT 750-SERIES COUPÉ

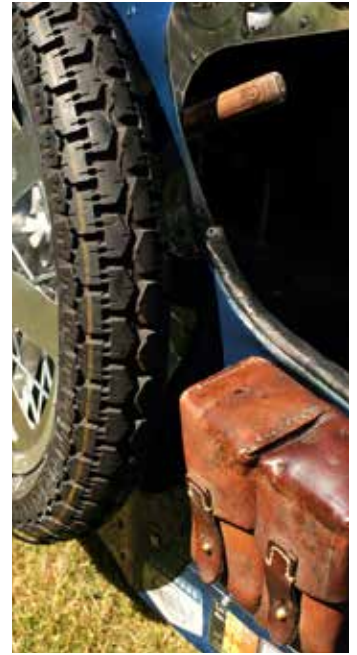


21

BUGATTI TYPE 35 CHILD'S CAR

- *Hand-built by a German enthusiast in 2017*
- *13bhp petrol engine*
- *3 metres long*
- *Unique artefact*





The car offered here is a scaled-down replica of one of the greatest Grand Prix cars of all time: The Bugatti Type 35. By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track, the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. The principal building block of this success was the legendary Type 35, arguably the quintessential Vintage-era sports car, which made its debut in August 1924 at the Grand Prix de l'ACF at Lyon-Givors. The Type 35's 1,991cc straight-eight engine was derived from that of the Type 30 but incorporated five roller/ball main bearings instead of three together with an improved lubrication system. In line with Bugatti's established practice, each cylinder's three valves were actuated by a single overhead camshaft. This state-of-the-art engine went into a conventional chassis with leaf springs at the front and quarter elliptics at the rear, and which boasted a novel hollow front axle and alloy wheels.

The Type 35's debut gave little indication of what was to come, as the factory team of five cars was plagued by tyre troubles and could achieve no better than 7th place at the finish.

Despite this debacle the Type 35 in its various forms would go on to become arguably the most successful racing car of all time, commencing with winning the inaugural World Championship for Manufacturers in 1926 and securing countless victories for privateers.

Its racing history and the Type'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 in 2017, the result is a wonderful replica of this most famous racing car. 3 metres long, it is powered by a 13 horsepower petrol engine, while other noteworthy features include adjustable pedals, wood-rim steering wheel, rack-and-pinion steering, disc brakes, working front lights, and chain final drive. The seat and interior are upholstered in 80-year-old leather, giving a wonderful patina, while the special wheels are handmade. The baby Type 35 can reach speeds of up to 45-50km/h, with brisk acceleration and decent braking, though there is no reverse gear. 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 any collector's garage, living room, showroom, or company offices.

€5,000 - 7,000

No Reserve



22

1955 VOLKSWAGEN 'BEETLE' CABRIOLET

Coachwork by Karmann

Chassis no. 10798716

- *Desirable and rare early Cabriolet*
- *Preserved in original condition*
- *Now in running order after 36 years in storage*



One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car', going on to become an all-time best-seller and cult classic. The Beetle was continuously up-dated from the time post-war production commenced, under British military supervision, in 1945, acquiring subtly altered coachwork, improved running gear and larger engines. By the time European production ceased in 1974 a staggering 21,000,000-plus Beetles of all types had been made.

The 'Beetle' spawned a host of derivatives over the course of its life, the longest enduring being the Cabriolet. A single prototype was built pre-war but it was not until 1949 that production proper commenced, the bulk of which was entrusted to Karmann of Osnabruck whose four-seater Cabriolet appeared soon after the two-seater Hebmüller-built version. Only Karmann's would stand the test of time, outliving the saloon and remaining ever fashionable, an instantly recognisable motoring icon to this day and one ever popular with showbusiness celebrities.





Mechanical changes to the Cabriolet kept pace with those of the saloon until the latter's production began to wind down in the early 1970s. Thus the Cabriolet gained the Super Beetle's MacPherson strut front suspension, trailing arm rear suspension and more-bulbous bonnet for 1971, the effect of these long overdue suspension improvements being markedly superior handling.

1973 brought with it further styling changes in the form of a curved windscreen (and shortened bonnet), recessed dashboard and altered rear wings with enlarged light clusters. Topping the range was the 1.6-litre 1303LS. In this specification the Cabriolet continued to be built until January 1980, two years after German production of the saloon had ended.

The history of this early Beetle Cabriolet is unknown prior to 1981 when it was acquired by a Porsche dealer in Bologna, Italy where the car was kept under cover until 2017, preserving it in remarkably original condition with even the original stickers of the 1950's on the windscreen still in place. Earlier this year the current proud owner commenced the task of bringing the car back to life, which included overhauling the brakes and starter motor, fitting a new battery, attending to the lights, and an engine check up; the sum of €5,000 was spent.

Today, the car is presented in original, untouched, and un-restored 'barn find' condition, with a lovely original interior; however, the white soft-top is in a very poor condition and cannot be saved. The engine starts and runs well, and the car drives smoothly. Accompanying documentation consists of Italian registration papers and invoices for the recent works. Finished in the attractive colours of Knokke-Le Zoute, this car represents a unique opportunity to own a driveable 'barn find' Beetle: a rarity indeed and an eye-catcher at any concours or other motoring event.

€35,000 - 55,000

No Reserve



1968 LANCIA FULVIA RALLYE 1.3 HF COUPÉ

Chassis no. 818340001328

- One of a mere 882 examples of the desirable 1.3 HF model built
- Delivered new to France
- Believed only circa 22,000 kilometres from new
- Highly original
- Concours prize-winner



01



The introduction of the Fulvia saloon in 1963 maintained Lancia's reputation for innovation in automobile design. Designed by Antonio Fessia, the boxy-styled Appia replacement featured an all-new, narrow-angle, V4, overhead-camshaft engine; front wheel drive; independent front suspension by double wishbones; and disc brakes all round. The Fulvia was described as 'a precision motor car, an engineering tour de force', and was lauded by motoring journalists as a jewel of engineering and forward thinking design, as well as being delightful to drive.

A 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the beautiful newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. In 1967 the model was up-rated with the 1,298cc, 85bhp engine, becoming the Fulvia Rallye 1.3. Tuned, lightweight 'HF' versions provided increased performance and formed the basis of the Squadra Corse works team's highly successful rally programme that saw the Fulvia HF 1600 secure Lancia's first Manufacturers' World Championship in 1972. Although their symbol was a galloping elephant, these cars were true paragons of lightness and efficiency.

01 & 02

The Fulvia receiving its prize at Paleis Het Loo Concours d'Élégance, 2010





02

Producing 101bhp at 6,400rpm, the Rallye 1.3 HF's engine was the most powerful 1,300cc unit used in a Fulvia. There were only 882 cars made, compared with 1,258 Fulvia Rallye 1.6 HF's produced between 1969 and 1970, and these rarer early 1.3-litre cars are becoming more sought after than the 1,600cc versions.

This Fulvia Rallye 1.3 HF Coupé was delivered new to France in 1968. The car changed hands in 1971, moving to the Montpellier region, and from then onwards stayed with the same French owner until 2008, being kept in excellent and notably original condition. It is recorded on file that in the early 1980s the car had covered only 15,000 kilometres (believed the correct total from new). After an engine rebuilt around that same time, the odometer was zeroed and only some 7,700 kilometres were covered subsequently, making the total distance from new approximately 22,000 kilometres.

Changing hands in 2008, the Fulvia was then cosmetically restored to the highest possible standards by well-known Dutch Lancia specialist, Franke in The Hague (Den Haag). The engine was overhauled again, unnecessarily as it turned out, while other mechanical works carried out at that time included overhauling the brakes, clutch, starter motor, etc.

Boasting beautiful paintwork, the car remains highly original and we have been advised that it retains full matching numbers, including those of the body panels. This car's quality was recognised at the Paleis Het Loo Concours d'Élégance in 2010 where it was a prize-winner in its class 'Cuore Sportivo'. In addition to the concours prize, the car comes with an instruction manual; Dutch registration papers; a copy of the old French (second-owner) Carte Grise; old French number plates; a photographic record of all Franke's 2008 work; and invoices for the last sympathetic restoration totalling over €30,000.

Original and unmolested Fulvia 1.3 HF's being hard to find, this car represents a rare opportunity to acquire a superb example of this desirable model, offered in wonderful and highly original condition by only its third owner.

€40,000 - 70,000
No Reserve



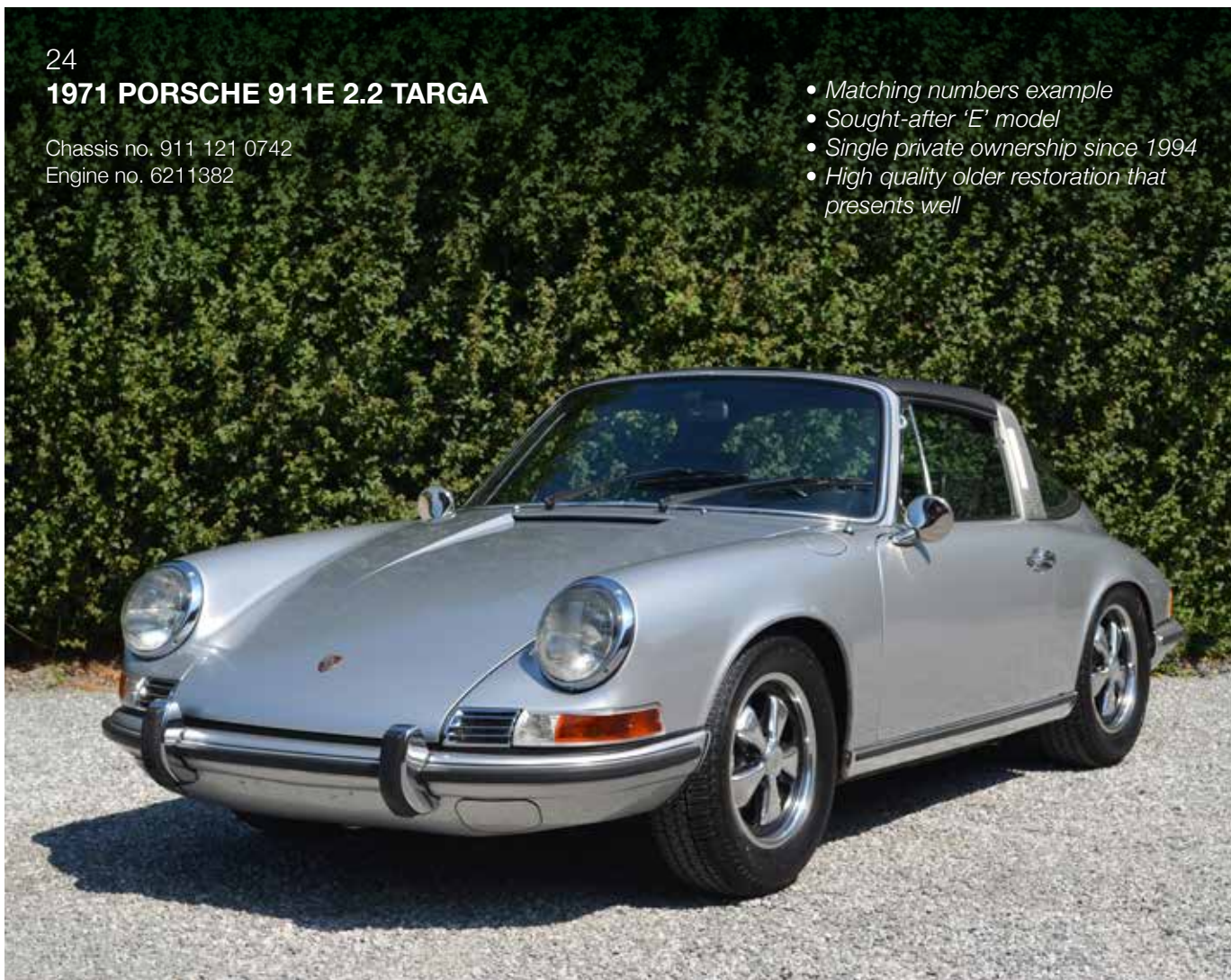
24

1971 PORSCHE 911E 2.2 TARGA

Chassis no. 911 121 0742

Engine no. 6211382

- *Matching numbers example*
- *Sought-after 'E' model*
- *Single private ownership since 1994*
- *High quality older restoration that presents well*



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 favor 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 liters and, in turbo-charged form, put out well over 300 horsepower.

The first of countless upgrades to Porsche's perennial 911 came in 1966, two years after production had commenced, 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. Improved handling courtesy of a lengthened wheelbase arrived in 1969, and then in 1970 the 911's air-cooled, flat six engine underwent the first of many enlargements - to 2.2 litres.

By this time the models on offer had stabilised at three: the 911T, 911E and 911S, all of which were available as either a closed coupé or Targa convertible. With the 2.2-litre engine's arrival, a common type of cylinder head was adopted, the differing power outputs being determined principally by valve timing rather than valve sizes as had been the case hitherto. First seen in 2.0-litre guise in 1969, the 911E was positioned between the entry level 'T' and top-of-the-range 'S', producing a maximum power output of 155bhp (DIN) in upgraded 2.2-litre form.

Built for the US market, this Porsche 911E remained there until the beginning of the 1990s, though there is no prior history available. By then the car was in poor condition and was brought back to Europe for restoration, at which time it was finished in dark grey with a beige interior (see photographs on file). The car was bought by a Belgian enthusiast and taken to Belgium where the complete, 'body off' restoration began in 1994.





The colour scheme was changed to the classic silver with black interior, the latter being completely restored and re-upholstered in black, the Targa top likewise. It should be noted that the very rare door pockets seem to have been restored/renewed, but they are fixed so cannot be opened, though they present beautifully. The original Fuchs wheels have been refurbished, and the complete re-spray carried out to a very high standard. The engine is said to have been overhauled at the same time, now more than 20 years ago.

After the works had been completed in 1996 the car was put into storage and driven only infrequently after its painstaking restoration. It was taken out only on sunny days, which is evident from looking at the car's underside, and it is hard to believe that the restoration was completed 20 years ago, so good is the car's condition.

The owner who had the car restored in the 1990s has now decided to part with it and purchase a more modern sports car. A recent engine check-up was carried out as the car had been standing for a long time, and at the same time the door alignment and some minor cosmetic work was carried out to ensure that it presents beautifully.

Accompanying documentation consist of a copy of the factory records confirming matching numbers; a selection of restoration photographs; Belgian registration papers; and the aforementioned 1991 'as found' photographs.

€60,000 - 80,000

No Reserve



25

1960 AUSTIN-HEALEY 3000 MKI BT7 ROADSTER

Chassis no. H-BT7-L/4275

- *Originally left-hand drive example*
- *Beautifully restored example*
- *Fitted with the desirable overdrive gearbox*
- *Original colour scheme*
- *Exceptional history file*



'A classic competition car among the all-time greats in motoring history,' was how The Autocar magazine summed up the works Austin-Healey 3000 in 1963. Yet at the time of its arrival in 1959, few would have guessed that the low-slung 'Big Healey' would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s.

A development of the preceding 100/6 rather than a genuinely new model, the Austin-Healey 3000 was launched in March 1959. The two cars looked virtually identical and under the skin was the same separate ladder-type chassis and independent front/live rear axle suspension. Improvements to the 3000 included a slightly enlarged (to 2,912cc) version of the C-Series six-cylinder engine and Girling disc brakes up front, a development greeted with enthusiasm by devotees of this muscular British sports car.

Breathing through twin SU carburettors, the revised power unit produced 124bhp at 4,600rpm; top speed - with the optional hardtop fitted - increased to 115mph, with 60mph reachable in a little over 11 seconds. Like the 100/6, the 3000 was available in two-seater (BN7) and 2+2 (BT7) guises and came with wire wheels and adjustable front seats as standard.

A BT7 four-seater model, this Austin-Healey 3000 MKI was manufactured for the North American market and delivered to Los Angeles finished in Ivory White with red interior and black hood (the same as it is today). The engine has since been replaced with another of correct type (the original was numbered '4940') and the car now has the desirable overdrive gearbox. The first owner was Mr Claus Meisner, who kept the Healey for only a couple of years before passing it on to Wendy Baldwin.





By 1969 it was with Jim Levenson from Kentucky, USA. Mr Levenson owned the car for the next 32 years, keeping all receipts for work carried out and parts purchased for his Austin-Healey. In 1971 Jim Levenson had an accident with this car, after which it was repaired (all correspondence on file). Levenson also restored the car in the 1980s (all photographs on file) and in 2001 sold it to Mr Saxon Heard.

Around 2002, a painstaking 'last nut and bolt' restoration to was started in the USA, which was only completely finished in 2013 in Belgium after the car had moved to Flanders with its new owner (in 2010/2011). The car comes with a CD-ROM of photographs recording every detail of the bodywork restoration, together with a Condition Report compiled following the work's completion, the conclusions of which are highly complimentary. Also on file is a 'Certificat d'Equilibrage'.

Additional accompanying documentation consists of a BMIHT Certificate; original Kodak transparencies recording an older restoration (believed end of the 1980s); correspondence between previous owners concerning the restoration; numerous other letters; current Belgian registration papers; and Contrôle Technique (2013). An original Austin-Healey 3000 owner's handbook and a set of keys are included in the sale.

The current owner bought the Healey in 2013 to participate in local rallies, which he has enjoyed very much. We have been advised by the owner that the car drives extremely well, is very well prepared, 'on the button' and ready to be enjoyed.

€60,000 - 80,000
No Reserve



*Ultra-rare and desirable ZF five-speed gearbox
and limited-slip differential from new*

1968 MERCEDES-BENZ 280 SL ZF 5-SPEED GEARBOX CONVERTIBLE WITH HARDTOP

Chassis no. 113-044-10-004805

- *Matching colours and numbers
(engine and gearbox)*
- *German delivery from new*
- *Top-of-the-range model*
- *Wonderfully original*



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

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

The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 190km/h top speed was no greater but it was significantly quicker off the mark, its 0-100km/h time of 10 seconds being a whole second better than its predecessor's.

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

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





This beautiful 280 SL was delivered new with the rare and desirable optional 5-speed ZF gearbox and fitted with the even rarer option of limited slip differential (Mercedes-Benz Datenkart on file). It was sold new to Mr Herman Kaiser in Duisburg, Germany on 3rd September 1968 - 49 years ago - receiving the registration number 'DU-AZ 10'. Three-and-a-half years later, on 21st January 1972, the car passed to Erna Kaffenberger, a 60-year-old resident of Trier, Germany. The car was reregistered as 'TR-EK 65'.

In July 1983, Mrs Kaffenberger moved to Saarbrücken and the car received the registration number 'SB-S 10'. Later, Mrs Kaffenberger transferred the car's ownership to her son, Peter Kaffenberger, the registration number remaining 'SB-S 10'. Documentation from TÜV Saarland (dated 17th May 2003) confirms Peter Kaffenberger's ownership and the odometer reading of 112,432 kilometres.

In 2015/2016, Mr Frank Bayer of Hanstedt, Germany bought the 280 SL, and during his ownership the car was mechanically overhauled (see invoice on file for almost €5,000). In addition, the car received a complete re-spray in its original white livery. Trimmed in contrasting blue leather, the interior remains beautifully original and is said to be in excellent condition.

Even though the car is 49 years old, the vendor advises us it is in full working order and reliable. Accompanying documentation consists of the original pouch with all books including stamped service book, a copy of the Mercedes-Benz Datenkarte, Swedish registration papers, and invoices relating to the 2016 refurbishment. An exceptional and wonderfully original Mercedes-Benz 280 SL 'Pagoda', presented in beautiful condition and equipped with the much sought after 5-speed ZF-gearbox and the even rarer option of a limited slip differential from new.
€150,000 - 250,000



27

One Belgian owner from new

2000 BMW Z8 ROADSTER WITH HARDTOP

Chassis no. WBAEJ11040AF79320

- *Rare and exclusive limited edition model*
- *Desirable and much sought-after triple-black colour scheme*
- *Delivered new in Antwerp, Belgium*
- *Circa 26,000 kilometres from new*
- *BMW official dealership maintained*





'That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question.' – Car & Driver.

In recent times many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this 'retro' trend, commencing in 1996 with the Z3 coupé and convertible, the styling of which brilliantly recalled its fabulous '328' sports car of pre-war days. Its next effort along similar lines - the 'Z07' concept car of 1997 - took its inspiration from the post-war Alfred Goetz-designed '507', a luxurious limited-edition roadster which, despite its sublime looks and superb performance, all but bankrupted the struggling German company.

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. Some of the Z07's less practical features were deleted, including the four-spoke steering wheel, 'double bubble' hardtop and driver's headrest fairing, but for the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8. Car & Driver was moved to remark: 'In truth, the Z8's visual charisma is so powerful that just sitting in this car with the engine off is more fun than driving many other cars. Then when you press the starter button – set apart, also a tribute to the past – another level of excitement begins.'

The Z8's body panelling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminium, while the 32-valve 4,941cc V8 engine, shared with M5 saloon, was built by BMW's Motorsport division.





With 400bhp on tap, the Z8 raced to 100km/h in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h. Power reached the run-flat tyres via a Getrag six-speed manual gearbox. Needless to say, the Z8 also came with all the modern appurtenances one would expect of a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control, and power operation of the seats, steering wheel and convertible hood all being included in the package.

The fact that the Z8 was a low-volume model assembled, for the most part, by hand enabled BMW to offer customers considerable freedom in personalising their cars. Further enhancing its appeal to collectors, the factory announced that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.

The current owner was amazed when the Z8 was launched, being captivated by its style, its looks and, of course, its powerful BMW V8 engine. He was only in his mid-20s when he bought this Z8 new; delighted with his latest acquisition, he undertook a lengthy tour across France in the car in the first year he owned it. The owner remembers this trip as if it was yesterday: when passing a small bar on 11th September 2001, he saw everyone looking at the television as the news of the '9/11' attack spread across the world.

Most of the car's 26,000-or-so kilometres were covered on this trip, the only sizeable outing it has ever done. After that, the owner only drove the Z8 infrequently. For the last couple of years the car has been kept stored, only returning to the road this year following a major service at BMW. The car comes with its factory hardtop (black); tools and books including the ultra-rare personalised Z8 book; Belgian registration papers; and a Z8 poster by the official dealer Van den Broeck, which sold the car new. A unique opportunity to own a 100% original, low mileage, triple-black Z8, offered for sale by its first careful owner.

€180,000 - 240,000





1957 PORSCHE 356A 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 83456

- *Matching numbers example*
- *Service invoices on file*
- *An older restoration to the highest standards*
- *Substantial history file*
- *Mille Miglia Eligible*



It is an irony that, having been designed as a stripped-down affordable entry into Porsche ownership, the 356 Speedster is now by far the most valuable of the 356 family and the epitome of motoring 'cool'. The fact that relatively few were made (only 1,171 in 1957) has only served to enhance their collectibility.

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 coupe 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 160km/h 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 were constructed between 1954 and '58, though this was far less than the number of Coupés built. Today this most handsome of the 356 variants enjoys iconic status.

This example comes with a Porsche Certificate of Authenticity (dated 1995) confirming its original specification and items of optional equipment: USA bumpers, sealed-beam headlights, and Coupé seats. Originally finished in Meissen Blue, the car was refinished in black during its no-expense-spared restoration by Porsche specialists, Stoddard Imported Cars of Willoughby, Ohio in 1989, which also included re-trimming the interior in black leather. A vast amount of time and money was spent on the restoration, as evidenced by the numerous bills on file.

The Speedster's owners at that time were Richard and Shirley Gobba, who appear to have owned it since the early 1980s up to recently. This lovely Porsche 356 Speedster was featured on their Christmas cards, some of which are on file. After its restoration, the car was shown on several occasions, including at the Speedster 50th Anniversary meeting at Laguna Seca in 2004.

An older restoration to the highest standards that holds up very well even today, this wonderful Porsche 356A Speedster is offered with a selection of restoration photographs; correspondence between Stoddard and Richard Gobba and the aforementioned invoices.
€360,000 - 420,000





1975 PORSCHE 911S 2.7 SUNROOF COUPÉ

Chassis no. 9115200813

Engine no. 6550319

- Presented in the factory-delivered special order livery of Salmon Metallic over Cinnamon
- Matching numbers example kept in the dry Southern California climate for several decades
- Handsomely optioned from factory with sunroof, Fuchs wheels and sports suspension
- Offered with COA, books, tools, jack and receipts



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 bodysell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 liters and, in turbo-charged form, put out well over 300 horsepower.

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguished by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raised top speed by 16km/h to 210km/h. 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 liters.

In 1974, all 911 variants received the 2.7-liter unit, hitherto reserved for the Carrera, when the latter went to 3.0 liters. Although in non-Carrera tune the 2.7-liter unit made slightly less power than the old 2.4, it had been skillfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to a tolerance of low-lead fuel, 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. The interior and seats was re-designed with more comfortable seats, and the safety-bumpers was successfully integrated, without changing the 911's pure design.

Over the past 40 years few sports cars have proved as versatile as Porsche's legendary 911, a model that has proved equally capable as a Grand Tourer, circuit racer or rally car. Success in the latter role came only a few years after its introduction, when works driver Vic Elford became European Rally Champion in 1967. In the modern era, the 911 has established itself as one of the most popular and successful sports cars, and remains nothing short of an automotive icon.





The exceptional Porsche 911S 2.7 offered here is one of very few finished at the factory in the era-evoking special order color of Salmon Metallic. The new Porsche was completed at the Zuffenhausen-based works on October 20th, 1974 as a 1975 model-year 911S Coupe. The Salmon Metallic exterior was neatly color-coded by the Cinnamon Leatherette interior with matching carpets, and the new 911S was optioned with sunroof, 6x15 light metal wheels, stabilizer bars, Koni shock absorbers, 5-speed manual transmission and Michelin tires.

According to the original Castrol New Car Owner Protection Plan located in the cars impressive history file, the first owner was a Mr. Martin Yacobian, Jr. of Tarzana, California. Merlin Olsen Porsche Audi Inc. of Encino, California was the selling dealer. By 1995, the Salmon Metallic 911S was in the hands of a Mr. John Farsakian of Thousand Oaks, California, with whom the car is believed to have remained until 2007. The consignor, a Danish Porsche enthusiast, purchased the car in California in February of 2008. It is believed, that the 911S lived in the greater Los Angeles-area from new until then, benefiting from the dry, Southern Californian climate.

In April 2008, North Hollywood, California-based TLG Porsche Service replaced the original clutch with a new unit, and installed the crucial oil-fed chain tensioners, while performing an engine out service. The drive shafts were serviced at this point as well.

The car has resided in a climate controlled garage in Denmark since the summer of 2008. A professional respray in the original Salmon Metallic color was carried out in 2012, but many surfaces, such as the door jambs and front compartment, were left in the original paint. The interior, including the carpets, remain in original condition, and speaks for the gentle use this fine Porsche has seen over the years. In fact, the odometer reading of less than 91,000 is indeed believed to be the actual mileage from new. This well-kept 911S 2.7 Sunroof Coupe retains its original matching numbers engine, and is offered with the Porsche issued Certificate of Authenticity, US title with EU-duties paid, receipts, books, tools, jack and original spare wheel.

€35,000 - 45,000
No Reserve



30

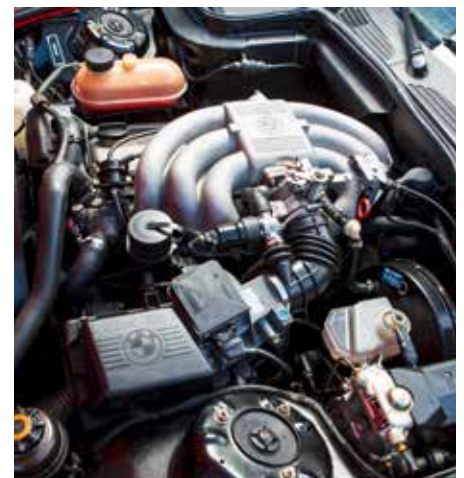
A mere 17,000 kilometres from new

1989 BMW Z1 ROADSTER

Chassis no. WBABA91020AL00171

- Left-hand drive
- Highly original example
- Freshly serviced





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 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.

Manufactured in 1989 this example was sold by Wyndhams of Cardiff to its first UK owner on 8th July 1989, and in November of that year underwent its first (running in) service at Wyndhams. On 23rd February 1993, the BMW was sold by Sytner, Nottingham. Serviced by Sytner in 1993 and 1994, the second service being carried out at 13,993 kilometres, the Z1 has been in professional storage since June 1996.

'F881 DUH' was serviced in 2003 while in storage and has a current MoT certificate, issued at 17,120 kilometres and expiring on 30th October 2017. The car also comes with a V5C document, a quantity of expired MoT certificates; and its BMW wallet containing the handbook (in German), BMW Service Directory (Europe), UK Service Book, radio handbook, alarm instructions, and original paint touch up stick. It will be offered for sale fresh from servicing by Dmworx of Aylesbury, independent BMW specialists.

£55,000 - 75,000



31

Mille Miglia eligible

**1957 ALFA ROMEO GIULIETTA
SPRINT 750-SERIES COUPÉ**

Coachwork by Carrozzeria Bertone

Chassis no. AR149 304 862

- Sought-after early model
- Matching chassis and engine numbers
- Long-term private ownership
- Beautiful condition after older restoration





'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 in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterise the Milanese marque's finest offerings from then on. Alfa's classic twin-cam four was downsized to 1,290ccc for the 750-Series Giulietta, gaining an alloy cylinder block in the process. 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. 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.

This 750-Series Giulietta Sprint was sold new in the USA and first owned by one W Y Humphreys of Dallas, Texas. Costing \$1,780 new, the Alfa was delivered on 12th February 1958 having been manufactured in July 1957.







Some 28 years ago the car was imported into Holland from the USA and sold to a Belgian collector. The latter had the car meticulously restored by Charles Wijnands, the interior being restored at the same time by Wijnands' wife. Once finished, the Giulietta was returned by trailer to the Belgian collector and kept garaged during his ownership. It was declared at the Belgian customs in 1992.

In 2016 the car resurfaced after a long period off the road following its restoration. It was still in beautiful condition throughout and did not need any further attention apart from, of course, re-commissioning after having stood for a long time. The car has benefited from a service, with the oil and brake fluid changed, and the old fuel drained and replaced. Clearly not driven since its restoration, the Giulietta is presented in lovely condition today. Offered with Belgian papers, it is a desirable early '1st series' model (with the small rear lights) and is Mille Miglia eligible. Interest in these small Alfas has grown markedly in recent years, and this rare and beautiful example is an opportunity not to be missed.

€85,000 - 125,000



1967 PORSCHE 911S 2.0 'SUNROOF' COUPÉ

Chassis no. 306438S

- Top-of-the-line 2,0 Litre 'S' model
- Desirable early short-wheelbase model
- Matching numbers and colours
- Restored to concours condition
- Concours winner



'So what we have here is one of the best early 911S we have ever seen, and one which is as near to being perfect as anyone is likely to get. That it is a 2.0-litre 911S in that most becoming of colours, Irish Green, makes it all the more appealing.' – Classic Porsche.

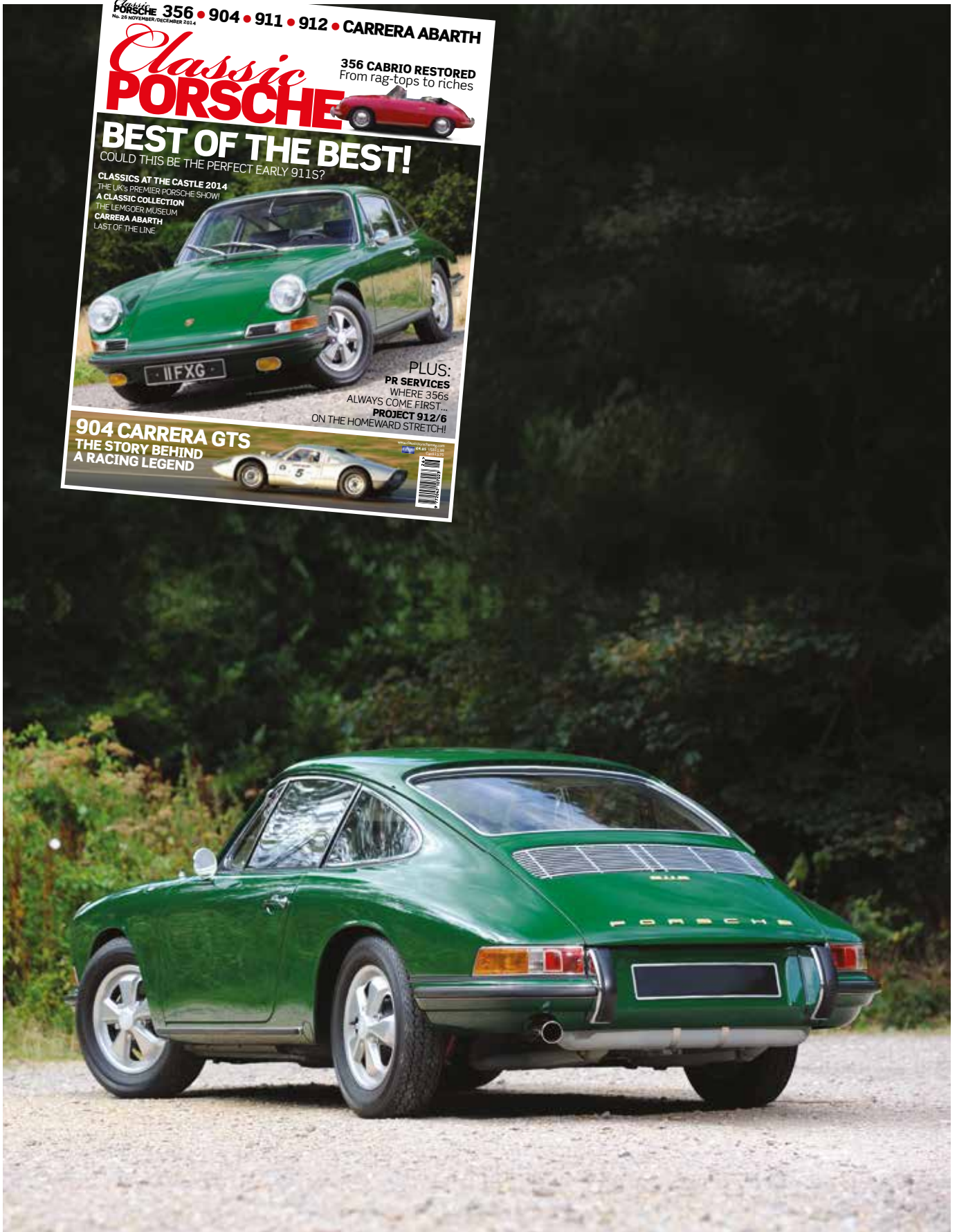
Chassis number '306438S' was produced on 24th October 1966 for the German market and delivered to its first owner in Hamburg sometime in late 1966 or early 1967. The original owner is unknown, as are any other (if any) owners prior to the car's purchase by an American working in Germany, who shipped to his home in Kennewick, Washington in April 1977. Its accompanying Porsche Certificate of Authenticity confirms that this 911S was originally finished in Irish Green with black leatherette interior trim, and lists the following optional equipment: Dunlop tyres (165/15), Talbot mirror, sunroof, two fittings for headrests, one headrest (right), Becker Grand Prix radio, loudspeaker, antenna, and a warning light.

In 1998, '306438S' was purchased by a collector. The Porsche was never re-titled, and sat neglected in storage for 10 years after a stalled restoration attempt. When the previous owner purchased the car in 2009, it was in poor condition with 116,000 kilometres on the odometer.

The Porsche had been stored outdoors for a number of years, had suffered some serious 'parking lot' damage and acquired a coat of surface rust. It appeared that all four corners had been damaged and/or replaced at some time in the car's history. As a result, metalwork repairs and replacement panels were required to bring '306438S' back to original, 'like new' condition. The required panels were taken from a nice, original 1967 Porsche 912, while the body and paintwork took two years to complete.









The good news was that none of the mechanicals had ever been removed, and that the engine and transmission numbers matched those quoted on the Certificate of Authenticity. All mechanicals: engine, transmission, Weber IDS carburetors, etc were completely dismantled and rebuilt and/or restored to factory-new condition.

Missing or non-restorable parts were replaced by new-old-stock items whenever possible. Very few reproduction parts were used in this restoration, which was overseen by marque specialists German Master Tech of Bend, Oregon. Body and paint were entrusted to Redstone Restoration Services, with the engine rebuilt by Rothsport Racing, and the engine overhauled by Randy Leadbetter (all these specialists being based in Oregon) while re-plating of the myriad minor components and fastenings was carried out by Queen City Plating of San Diego, California. QCP also handled the re-chroming of the Porsche's brightwork, while restoration of the interior was undertaken by another San Diego-based specialist: Autobahn Interiors. Harvey Weidman of Oroville, CA restored the Fuchs wheels, which were shod with Vredestein Sprint tyres as they have the correct aspect ratio and an appropriately 'period' appearance.

Immediately following the restoration's completion, German Master Tech showed the 911S at the High Desert PCA event in the spring 2013 where it gained the 'Best of Show' award. This was followed by 'Best of Show' and 'Best in Class' (Closed Car) at the Forest Grove Concours d'Élégance; 2nd in class at the Carmel Concours on the Avenues during Monterey Week; and 1st in class (PCA Early 911) in Monterey's 'Legends of the Automobile' show. This favourable reception on the demanding and highly competitive American concours circuit led to the Porsche finding a new owner, and it was shipped to Europe in 2013. Soon after, its story was published in Classic Porsche magazine (November/December 2014 edition), a copy of which is on file together with a V5C document, MoT to September 2017.

In recent years, discerning collectors have increasingly sought out the early, short-wheelbase Porsche 911 as it represents this iconic model in its purist form; presented in excellent condition, this concours-winning example, is worthy of the closest inspection.

€150,000 - 200,000



33 †

Number '23' of only 99 examples built

2003 ASTON MARTIN DB AR1 ROADSTER

Coachwork by Carrozzeria Zagato

Chassis no. SCFAE62383K800023

- *Limited Edition Zagato*
- *6,0 litre V12 power unit*
- *Rare manual gearbox*
- *Circa 2,000 miles from new*
- *Registered in Luxembourg*





Aston Martin renewed its fruitful relationship with renowned Italian styling house of Zagato, most famously begun with the DB4GT Zagato of the 1960s, after a meeting between Elio Zagato's son Andrea and Aston Martin CEO Dr Ulrich Bez at the Pebble Beach Concours d'Élégance in 2001. The result was a stylish coupé, based on the DB7 V12 Vantage supercar, recalling the sublime looks of the original DB4GT Zagato. So favorable was the DB7 Zagato's reception that it was decided to produce an open car in similar vein: the DB AR1.

Designed with the California weather in mind, and a Roadster in the proper tradition with no hood and space for just two people, the DB AR1 was previewed by a select group of potential customers to gauge reaction. The car was so well received on its debut at the Los Angeles Auto Show in 2002, that all 99 of the proposed limited edition were purchased.

Powering the new open supercar was a developed version of Aston's state-of-the-art, 6.0-liter V12 enjoying a boost in maximum power to 435bhp, some 20 horsepower more than the DB7 Vantage. This power increase together with more torque, a revised final drive ratio and 'active' sports exhaust system produce a noticeable improvement in mid-range performance, where it is most useful in everyday driving. An AP twin-plate racing clutch combined with a revised quick-shift gear lever for the six-speed manual transmission enable the driver to maximise use of the increase in power and torque and enjoy a faster gear-change.

Acceleration can only be described as stunning, 100km/h arriving in just 4.9 seconds, while its top speed of 300km/h makes the DB AR1 the world's fastest true roadster. Above all, the DB AR1 was designed to be a true 'driver's car', equally at home on the autobahn or challenging back road. This is a car that beckons you to look for places to go.





Restraining this superlative high performance are equally exalted brakes: Brembo racing-style grooved discs - 335mm at the front, 330mm at the rear - gripped by alloy four-pot calipers assisted by an improved brake booster unit and moderated by Teves ABS. Power is transmitted to the road via a limited-slip differential to special multi-spoke 19" alloy wheels (8"/9.5" F/R) incorporating revised offset to give a wider track, shod with low profile Yokohama tires.

As one would expect of a modern supercar there was electronic traction control and power-assisted rack and pinion steering, while the well-appointed interior boasted electrically controlled sports seats, six-speaker Becker stereo radio cassette system with 6-CD changer, and alarm/immobiliser with remote central locking and boot release.

The 23rd of 99 constructed, this beautiful, low-mileage AR1 Roadster was delivered new in the USA on 14th January 2004 to its first owner, Mr Scott Stupay. In December 2008 the Aston was sold via Autosport Designs to its second owner, one Luca Freudiger of Agno, Switzerland (bill of sale on file) though it appears not to have been registered in Switzerland until July 2015.

Mr Freudiger owned the car for some 7½ years before selling it, via marque specialists Nicholas Mee Ltd, to the current vendor in Luxembourg. Nicholas Mee's sales invoice is on file together with details of the extensive service they carried out prior to delivery. Additional documentation consists of the service booklet, list of warranty works, Certificate of Conformity, Certificate of Origin, Luxembourg Carte Grise, and a copy of the previous Swiss CG. An exciting opportunity to acquire one of the rarest and most exotic Aston Martins of recent times.
€250,000 - 350,000





34

Number '31' of approximately 275 built

1993 JAGUAR XJ220 COUPÉ

Chassis no. SAJJEAEXBAX220871

- *Desirable early left-hand drive example*
- *Delivered new in Europe*
- *Attractive colour scheme of 'Le Mans Blue' over 'Smoke Grey' interior*
- *Circa 8,000 kilometres recorded*
- *Excellent original condition throughout*







The words 'supercar' and 'sensational' are often to be found in conjunction, and no more justifiably so than in the case of Jaguar's fabulous XJ220. Worthy successor to the multiple Le Mans-winning C-Type and D-Type Jaguars of the 1950s, the XJ220 grabbed the headlines, just as its illustrious forebears had done in previous decades, when the prototype burst upon an astonished world in 1988.

A planned limited production run of a minimum of 220 and a maximum of 350 cars, combined with an eventual VAT-inclusive price tag of nearly £403,000, only served to further ensure the XJ220's exclusivity. Interest was intense and almost 1,500 orders were received. Jaguar then had the task of allocating cars to those privileged few customers that it considered worthy of ownership. In the event, changed economic circumstances mean that many of those who had paid the £50,000 deposit were unable to take delivery. The production XJ220 was officially launched at the 1991 Tokyo Motor Show, and when production ended in 1994 approximately 275 examples had been built.

Planning for Jaguar's proposed 200mph supercar had begun in the mid-1980s - design proceeding mainly in the project team's spare time! - and finally bore fruit when the prototype was exhibited at the UK Motor Show in 1988. The XJ220 survived Jaguar's take-over by Ford the following year but when it eventually entered production in 1992 was a very different beast. Gone was the prototype's 6.2-litre V12 engine, replaced by a Cosworth-designed, 3.5-litre, twin-turbo V6 as used in the XJR-11 sports-racer, while other casualties of the need to simplify the design for production included the prototype's four-wheel drive and adaptive suspension.

Producing no less than 542bhp, this stupendous engine enabled the XJ220 to meet its 200mph-plus design target, F1 driver Martin Brundle recording a speed of over 217mph during track testing. The 0-100mph time was staggering 7.9 seconds! Quicker than both the Ferrari F40 and Lamborghini Diablo, the XJ220 was the world's fastest production car until the arrival of the McLaren F1.





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

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

A left-hand drive model finished in the subtle combination of Le Mans Blue with Smoke Grey leather interior, XJ220 chassis number '871' is the 31st example produced. According to Jaguar-Daimler Heritage Trust records (on file), this car was delivered new on 4th January 1993 to its first owner in Rome, Italy.

Obviously very well preserved and maintained in original condition, it currently displays a total of only some 8,000 kilometres on the odometer. The last major service by XJ220-specialist Don Law has been carried out only a 1000kms ago in December 2014, the invoice for this service totalling €32,500 is on file.

A landmark model in Jaguar's illustrious history, the XJ220 is still the company's fastest-ever production car some 25 years on. As such it remains highly collectible, being sought after by Jaguar aficionados and supercar collectors alike. Boasting gorgeous looks and tremendous performance, this beautiful XJ220 represents a wonderful opportunity to acquire one of the most significant supercars of its era.

€350,000 - 450,000



35

One of only 99 built, Offered from the Mercedes-Benz Factory

2017 MERCEDES-MAYBACH G650 LANDAULET

Offered directly from Daimler AG with all benefits to be donated to the charity
'Laureus sport for good foundation'

Please see separate catalogue for full description.





36

Ex-Edouard Washer

1968 FERRARI 365 GTC COUPÉ

Coachwork by Pininfarina

Chassis no. 12031

- *The 20th of a mere 150 examples built*
- *Delivered new in Belgium by Garage Francorchamps*
- *Restored by Roelofs Engineering*
- *Matching colours and chassis/engine/gearbox numbers*
- *Ferrari Classiche certification in progress*









'Pininfarina clothed it all in a beautifully refined bodyshell employing the nose lines of the 500 Superfast and the tail treatment of the contemporary 275 GTS. It was built at Grugliasco by Pininfarina themselves...' - Hans Tanner & Doug Nye, 'Ferrari', 1984.

In essence a closed version of the 275 GTS, the 330 GTC – immediate forerunner of the 365 GTC – was first shown at the Geneva Motor Show in March 1966. Beneath the understated Pininfarina coachwork there was the 4.0-litre version of Ferrari's familiar Colombo-designed two-cam 60-degree V12 (as used in the 330GT 2+2) mated to a five-speed all-synchromesh transaxle. The chassis was of relatively short wheelbase (2,400mm) and the suspension independent all round by wishbones and coil springs. Naturally, there were disc brakes on all four wheels.

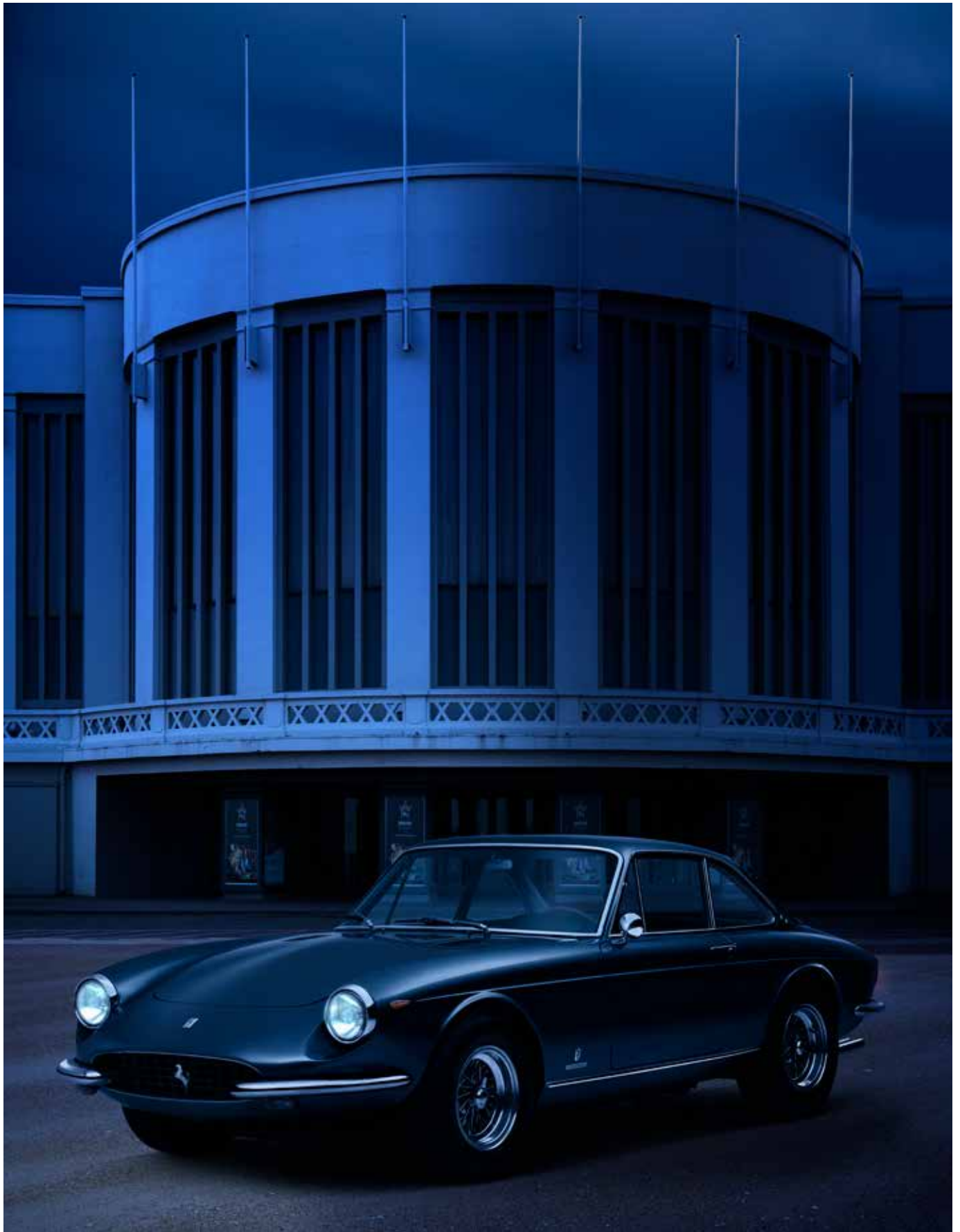
Introduced late in 1968 as a replacement for the 330 GTC and given its first public airing at Geneva in March 1969, the 365 GTC was virtually identical in appearance apart from engine cooling vents relocated in the bonnet, a feature it shared with last of the 330s. Installing an 81mm-bore 4.4-litre V12 in place of the 300 GTC's 4.0-litre unit boosted mid-range torque and flexibility while maximum power was raised to 320bhp at 6,600rpm; acceleration improved markedly and the luxury coupés top speed increased to over 240km/h.

Less obvious to the eye were the refinements made to the drive-train that achieved a marked reduction in cabin noise, a sign that Ferrari understood that 365 GTC customers valued comfort as well as high performance. A sumptuous leather-trimmed interior, electric windows, and heated rear screen were standard equipment, while air conditioning could be ordered as an option.











Like so many European sports cars, the 365 GTC (and convertible 365 GTS) would fall victim to increasingly stringent US safety and emissions legislation, production ceasing after less than one year during which time around 150 GTC and 20 GTS models left the factory.

The example offered here was delivered new in June 1969 to Mr Edouard Washer via Jacques Swaters' Garage Francorchamps, the official Ferrari importer for Belgium. The 20th 365 GTC built, chassis number '12031' was delivered finished in Grigio Mahmoud with beige leather interior, the latter equipped with a Voxson 'Sonar' radio with electric antenna. Mr Washer kept the Ferrari for a few years before trading it back to Garage Francorchamps in the mid-1970s. Garage Francorchamps then sold it to the next owner, in the Netherlands.

By 1982, '12031' was owned by one H L E Swarts in the Netherlands, who in March of that year advertised the car for sale, describing it as red with black interior and with 75,000 kilometres recorded. Around 1987, the car was sold to Fritz Kroymans, the Dutch Ferrari importer/collector, who kept it until 2004 when it was sold to Hans Jungblut of Maastricht, Netherlands. While in Mr Jungblut's care, the Ferrari was completely restored to its factory original colour, Grigio Mahmoud, in the Netherlands by marque specialists Garage Roelofs (restoration photographs on file), with the beige leather interior re-trim being entrusted to HVL Exclusive Italian Interiors.

From 2004 to 2014, the Ferrari was maintained by Forza Service and stayed in Holland. Later, in April 2014, the car was sold to the current owner in Belgium. Since, this stunning 365 GTC has been carefully looked after by its passionate Ferrari owner/collector. The most recent service was carried out in May 2017, by Ferrari Specialists L'Officina in Overijse, Belgium.







The car comes with an original sales brochure; copies of the original factory paperwork; a copy of the old Dutch registration papers (cancelled); Belgian registration papers; restoration invoices from Ferrari Garage Piet Roelofs; invoices for work carried out in 2004-2008 by Forza Service in Holland; and HVL Exclusive Italian Interiors' certificate (2008) confirming the interior was professionally restored using mostly original parts.

The all-important Ferrari Classiche has been applied for and is currently in progress for this matching numbers 365 GTC. Examples of this strikingly handsome, startlingly fast, and much under-rated Ferrari Gran Turismo model rarely appear at auction. Well documented, professionally restored. '12031' represents an opportunity for the discerning collector to acquire one of these exclusive and ultra-desirable models, which are rare even by Ferrari standards.

€730,000 - 870,000



37

1956 ABARTH 750 ALLEMANO SPYDER

Coachwork by Carrozzeria Allemano

Chassis no. 640586

- *Ultra-rare Abarth model*
- *Coachbuilt Italian style*
- *Offered from a UK-based private collection*
- *Eligible for a wide variety of the most prestigious events*



An innovative concern with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for - mainly FIAT - production cars, later building a succession of aerodynamically stylish sports prototypes and limited-series production cars, many of which were produced in conjunction with Carrozzeria Zagato.

One of Carlo Abarth's most successful series of GT cars was based on the FIAT 600, the first of these handsome little Zagato-bodied coupés - the 750 - appearing in 1956. Although the 750 was production based the customer had such freedom of choice, including engine specification, that it is rare to find two identical cars. The 600 chassis was used with scant modification apart from changing spring rates and up-rating the front brakes to twin-leading-shoe operation, yet despite this apparent handicap coped remarkably well with the Abarth's greatly increased performance.

The latter was achieved by boring and stroking the 600's 633cc four-cylinder engine to 747cc and modifying or replacing just about every other component, the result being an increase in maximum power from 23bhp at 4,000rpm to 44bhp at 6,000 revs. Tested by The Autocar magazine in 1958, the Abarth Zagato 750 GT scorched through the standing quarter-mile in 20 seconds on its way to maximum speed of 150km/h, outstanding figures for such a small-engined car.

The next stage of development saw the 750 equipped with an Abarth-designed double-overhead-camshaft cylinder head that helped liberate 47bhp from the tiny engine, models thus equipped being dubbed 'Bialbero' (Twin-cam). Abarth's diminutive coupés were soon dominating the small-capacity classes in international GT racing. Indeed, in North American SCCA events the 1.0-litre Abarth was obliged to compete against rivals displacing up to 3.8 litres and still proved capable of winning!





Finished in blue metallic with magnolia interior and black hood, the Abarth 750 offered here wears striking spyder coachwork by Carrozzeria Allemano. The latter had been founded in Turin in 1928 by Serafino Allemano, specialising at first in the repair of cars before switching exclusively to design work in the mid-1930s. After WW2 Serafino's nephew, Mario joined the firm, which by 1950 had become renowned for its championing of modern, forward-looking styling themes typical of the 'Jet Age'.

Fully restored and presented in excellent condition in every respect, this matching-numbers car previously formed part of a well-known Italian Abarth collection. The documentation includes previous Italian registration papers and a UK V5 registration document. The current owner purchased the car in 2010, since when it has formed part of his UK-based private collection and been looked after by his in-house mechanic.

Exquisite style from an Italian marque whose small-capacity GT cars are legendary, this beautiful little Abarth stands out from the crowd and is eligible for a wide variety of the most important historic events.

€75,000 - 90,000



38

Only 1,950 kilometres from new

2011 BMW 1M COUPÉ

Chassis no. WBSUR91020VS63712

- *Sought after high-performance model*
- *One owner*
- *Full BMW service history*
- *Pristine condition*
- *Six-speed manual gearbox*



Introduced in 2004, the 1-Series replaced the 3-Series Compact as the entry-level platform in BMW's line-up, sharing many components with the contemporary (E90) 3-Series. Three- and five-door hatchbacks, a two-door convertible and similar coupé were offered, the latter providing the basis for the high-performance 1M model. Developed by BMW Motorsport and announced in December 2010, the 1M coupé used a tuned version of the N54 twin-turbocharged 3.0-litre straight-six engine producing 335bhp, which was delivered to the road via a six-speed manual gearbox and electronic limited-slip differential. Unusually, there was no optional paddle-shift semi-automatic transmission, making the 1M something of a rarity among modern-day supercars, not that that bothered traditionalists used to shifting gears manually.

With its front engine/rear drive layout, traditional sports car handling, and colossal amounts of low-down torque, the 1M was enthusiastically received, particularly by those who felt that BMW's image had become diluted by too many SUVs; indeed, Top Gear's Richard Hammond voted the BMW 1M his 'Car of the Year 2011'. Autocar quoted a 0-100km/h time of 4.6 seconds, while the 1M's top speed was limited to 250km/h. Production of this critically acclaimed model ceased at the end of 2012, cementing the 1M's relative exclusivity and future interest among collectors.

Discerning members of the latter fraternity will recognise the exceptional quality of this pampered example, which has covered fewer than 2,000 kilometres in the hands of its sole owner and is presented in pristine condition. The 1M was collected in November 2011 by the vendor directly from BMW Welt in Munich, and taken to his home on the back of a pickup truck, because he did not want any snow, salt or other impurities to contaminate his beautiful new car.

As one would expect of such a fastidious owner, the vendor has treated his 1M with great care, driving it only in good weather in order to preserve it in 'as new' condition, and keeping it in a humidity controlled garage. All oil changes and other maintenance tasks have been carried out at the recommended service intervals. The paintwork is as it left the factory, showing no scratches or marks from the car wash as it has only been cleaned with de-mineralised water without using any detergents, sponges, or rags.

All parts are like new: the wheel rims show no blemishes, brake discs and callipers show no corrosion, and the headlights and body are free of stone chips.





A cover has always been used on the driver's seat to protect it, while the steering wheel has only ever been gripped by gloved hands. The driver's side floor mat has been protected by a towel, and Alcantara interior trim never touched with bare hands. The passenger seat has rarely been used and the rear seats never used; indeed, the entire interior is like new. The engine bay is similarly spotless, and the underbody as clean as it was the day the car left the factory.

Factory options include:

- Keyless entry and keyless start
- Grey shaded top to windscreen
- Dark tinted glass to rear windows and rear screen
- Folding exterior mirrors, automatically dimming
- Electrically adjustable front seats (with driver memory)
- Lumbar support to front seats
- Heated front seats
- Adaptive headlights
- Automatic high/dip beam headlight switching
- BMW Professional Multimedia navigation system with voice control
- Bluetooth preparation
- DAB digital radio
- Harmon Kardon loudspeakers
- USB audio interface
- Telephone USB audio interface

The car has only some 1,947 kilometres on the odometer, documented by the owner's local BMW dealership, while the service records are accessible from any BMW dealer worldwide. In addition, there are 148 digital photographs on file, including those depicting its collection from the supplying dealer. The car has been driven regularly to ensure proper functioning, and the battery charged regularly.

Accompanying documentation consists of the original sales invoice; service invoices (recording odometer readings); German registration papers (in the owner's aunt's name for insurance reasons); and a certificate issued by BMW dealer Autohaus Richard Wagner: '... with this certificate we approve the perfect condition of your vehicle. It is in pristine condition without any noticeable faults'. An original BMW car cover is included in the sale.

A unique opportunity for the BMW aficionado to acquire a 'factory fresh' example of this rare and highly sought after model.

€40,000 - 60,000

No Reserve



1956 AUSTIN-HEALEY 100/4 BN2 ROADSTER

Chassis no. BN2-L/232047

- Sought-after late BN2 model with four-speed gearbox and overdrive
- Desirable 100M 'Le Mans' upgrades
- Matching numbers, matching colours
- Excellent condition
- Comes with BMIHT Certificate



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.

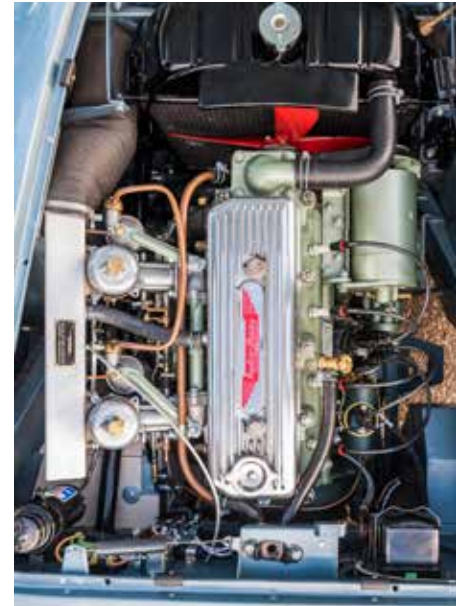
From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, stiffer front anti-roll bar, special Armstrong front dampers, and a louvred bonnet. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph.

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. It is estimated that around 200 survive.

Fitted with the desirable performance-enhancing 'Le Mans' kit, the extremely impressive and beautiful Austin-Healey 100/4 BN2 offered here has been superbly restored by Holland's top Healey 100 specialist, Bart van Tiggelen. The original four-cylinder '100' is said to be one of the most enjoyable Healeys to drive, and this example incorporates sensible upgrades such as disc brakes, an aluminium fuel tank, and an aluminium cylinder head from marque specialist, Denis Welch.

Boasting superb shut lines to the doors, bonnet and boot, the straight and solid body received a high quality re-spray in the original Healey Blue colour during the restoration. The engine, front/rear suspension, and rear axle have been dismantled and completely overhauled, while car also received a complete new wiring harness. More recently (in September 2017) the gearbox was overhauled and a complete new clutch assembly installed as well.





The interior is in generally excellent condition, the seats and carpets being like new, while the instruments have been rebuilt and all are in working order. The original switches and controls are present and all function correctly. The engine bay is very well presented and the brightwork is excellent throughout.

The Austin-Healey 100 is a highly versatile sports car equally suitable for pleasurable touring or the occasional gentle motor sports event. Indeed, this Healey can be easily transformed from a tourer into a racer by folding down the windscreen to increase the top speed. It is a relative simple car to drive and handles extremely well, but if the accelerator pedal is floored, turns into a veritable 'wolf in sheep's clothing'. The easy-to-fit soft-top can be erected quickly whenever it starts to rain, while the relative large boot makes the car ideal for weekend tours. Add to the mix sublime looks - particularly with the screen folded flat - and you have one of the most beautiful and desirable of classic British sports cars.

In the vendor's own words, this well prepared Healey 100 is 'one of a kind', it is said to drive better than any other BN2. Equipped with the 'Le Mans' kit, it has ample power and torque, and can cruise comfortably at a speed of 120-140km/h with the overdrive engaged. When the ignition key is turned, the engine starts easily and it becomes clear immediately that it is a very strong performer. The low weight and strong engine are a highly effective combination, while the fantastic exhaust note makes every drive even more enjoyable. Oil pressure is spot-on, and the rebuilt gearbox shifts very well with good synchros, warm or cold. The brakes are excellent as well.

In short: this is a beautiful Mille Miglia eligible Austin-Healey 100/4 BN2 equipped with the 'Le Mans' kit, in a fetching colour combination and driving superbly. It is ready to enjoy immediately on any long tour or suitable rally event.

€85,000 - 125,000



40

Ex-Armand Blaton 'Blary'

**1961 CHEVROLET CORVETTE C2 TYPE 887
CONVERTIBLE WITH HARDTOP**

Chassis no. CA10867S106343

- *Single family ownership from new*
- *Delivered new to Belgium*
- *Highly original and beautifully preserved with only 90,000 kilometres from new*
- *Rare factory hardtop*
- *Desirable manual transmission*
- *All documentation from day one*

Text xxxxxxxxxx
£xxx - xxx





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 consolidated the 'Vette's position in the market, the model going on to become the world's best-selling and longest-lived sports car.

This 1961 Chevrolet Corvette was delivered new via Établissements C F Wismeyer & Co in Brussels, the local importer for Chevrolet, and sold new to Mr Armand Blaton in Brussels. The Blaton family was already well known in the motor racing world, with the brothers Armand 'Blary' and Jean Blaton 'Beurlys' both being successful racers. This Corvette was ordered and registered in the name of Armand Blaton Sr. but mainly used by his sons Armand and Jean.

The car was delivered fitted with the 245hp V8 engine, and the original sales contract (on file) lists several desirable options: electric power windows; hardtop; four-speed manual gearbox; twin four-barrel carburettors; heavy duty brakes; safety belts; one exterior rear-view mirror; and a Positraction limited-slip differential. With 'taxe de luxe' of 13% applied, this was one very expensive motor car, costing Blaton 385,618 Belgian Francs.

The Corvette was first registered on 24th April 1961 as 'B1288', later 'B6277', and finally 'ABL-078', reflecting Armand Blaton's initials. The car was originally delivered with a speedometer calibrated miles per hour, which Blaton changed two months after delivery to one in kilometres (correspondence on file).





Unhappy about the brakes, Mr Blaton contacted the Girling company in August 1961 to inform them of this, stating that he wanted to fit 'Girling disc brake equipment' to his Corvette (correspondence on file). He even contacted Autostar-Bizzarrini & Co to get them to install their AC Dunlop patent disc brake system, though nothing came of these approaches.

Clearly Armand intended to do hill climbs with this Corvette, and there is correspondence on file with Ronald M Chazan of Corvettes Limited in California about the best competition equipment for such events. In April 1962, Armand had a minor accident with the car, which was not his fault. Luckily only the right front wing, right front light, and front bumper were slightly damaged, as can be deduced from the detailed 'declaration d'accident' on file. In June of that same year there was more bad luck when the garage door struck the Corvette in the right rear quarter, blown by the wind. The minor repairs required were done at the supplying dealership, C F Wismeyer (invoice on file).

In August 1962, Armand Blaton wrote to his good friend Jacques Swaters, the Ferrari importer for Belgium, saying that he wanted to change the body of his Corvette for a special Bertone body (only one year after he bought the car). Jacques Swaters frequently travelled to Italy, and having had a meeting with Giotto Bizzarrini and Marcello Gandini, he informed Armand that Bizzarrini's plans for a Bertone-bodied Corvette had been completed. However, Armand decided not to commit to this venture as he feared that he would not get his car back in due time. There are plenty of other anecdotes concerning this Corvette, all contained in the fascinating history file. Clearly Blaton was keen to experiment with his car, wanting to change almost everything, and what happened is completely the opposite – it stayed beautifully original.

In 1966 another minor accident occurred in which the car was slightly damaged, and on this occasions it was repaired by the established coachbuilders, Vesters & Neirinck (invoice on file).





In 2013 the car underwent some mechanical work including an oil change and attention to the brakes, carburetors, and electrical components. The last works were carried out were in 2014, since when car has hardly been driven. It has remained in the Blaton family for its entire life. The current odometer reading is just over 90,000 kilometres, which is correct.

The outstandingly comprehensive history file contains all documents from new (perusal highly recommended). The amazing amount of original paperwork includes a copy of the original sales invoice (dated April 1961); the original 'contrat de vente' listing all options requested by Mr Blaton (dated January 1961); a copy of the first Belgian registration papers in the name of Armand Blaton (dated 1961); and old Belgian registration documents in the name of Armand Blaton (dated 1992).

In addition, the car comes with the original service book and owner's manual; a 1961 Corvette sales brochure; 'The Corvette Story'; old Contrôles Techniques and road tax documents; some period photographs; numerous service invoices; correspondence with Wismeyer, Brussels; and even the 'proces-verbal' when the owner received a fine for not parking the car properly!

Today, the Corvette is presented in highly original condition with a delightfully patinated interior, still in excellent condition. A Bonhams specialist has had the chance to drive the Corvette over a short distance and is highly complimentary about the way it performs: 'You can feel it is an honest and original car'.

€70,000 - 90,000



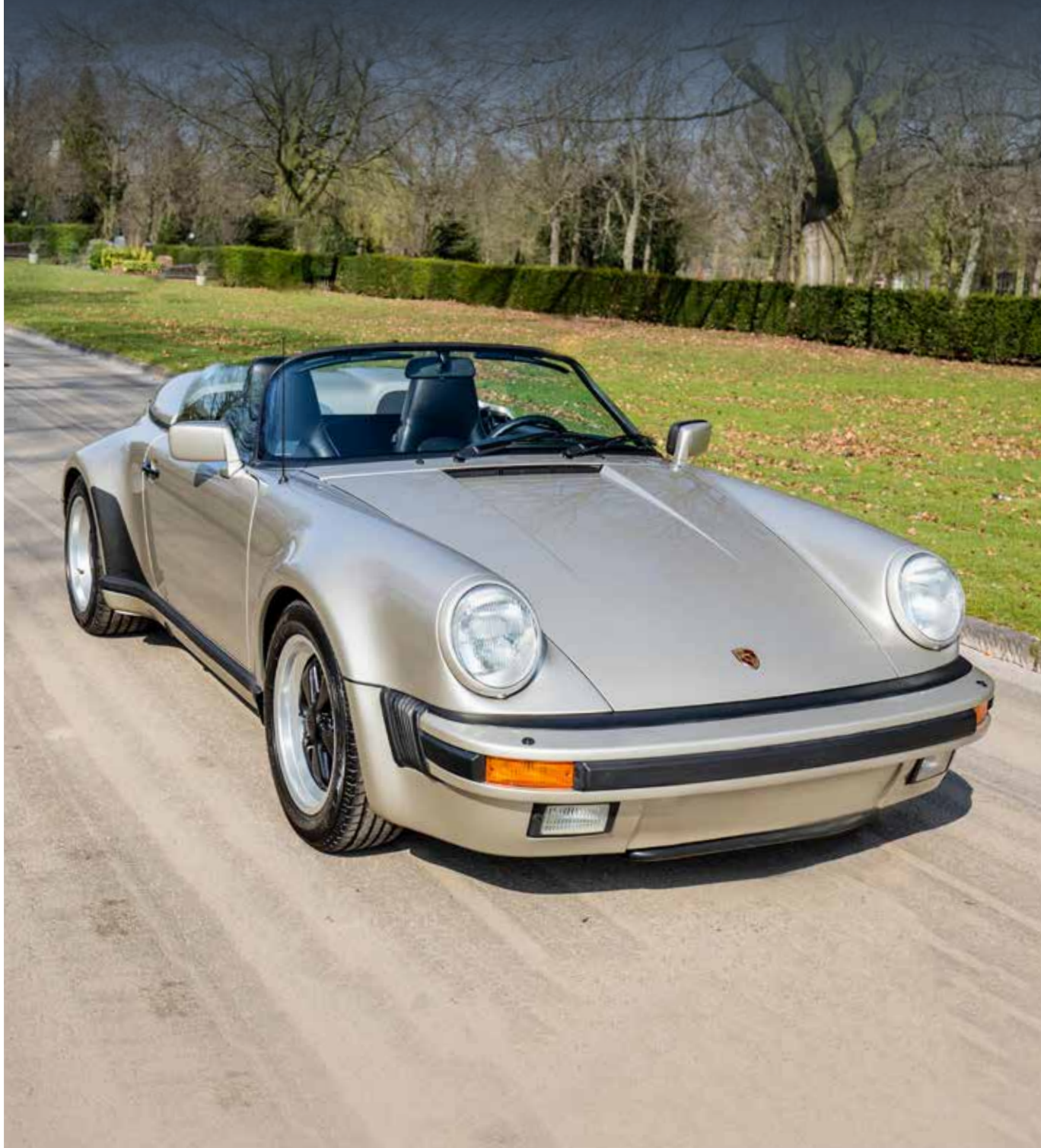
41

Fewer than 1,700 kilometres from new

**1989 PORSCHE 911 CARRERA 3.2
'TURBO LOOK' SPEEDSTER**

Chassis no. WP0EBO91SKS173239

- *'Tourist delivery' at the Stuttgart factory*
- *Numerous desirable factory options including limited slip differential*
- *Rare colour scheme of Linen Grey metallic with black interior*
- *'As new' condition*





Porsche's first take on a convertible 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, while its speedily raised/lowered top featured a detachable, zip-fastened rear window. 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 for 1989, the name previously having been applied to that most stylish of the many Type 356 variants.

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 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 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 for the 1989 season only, a mere 2,065 cars being completed.





Intended for the US-market, this Porsche Speedster was sold new as a 'Tourist delivery' in Germany to its first owner, the well-known Porsche historian, Mr Stephen Heinrichs, through importer Berkey Porsche. Generously equipped at the behest of a true Porsche aficionado, the car was delivered with the following options:

- 018 - Steering wheel with elevated hub
- 139 - Seat heating, left
- 158 - Cassette-radio Blaupunkt Reno SQR 46
- 220 - Locking differential 40 %
- 243 - Shorter shift lever for G50 transmission
- 286 - Intensified windscreen washer
- 288 - Headlamp washer
- 340 - Seat heating, right
- 383 - Sports seat, left, electrical height adjustment
- 387 - Sports seat, right, electrical height adjustment
- 419 - Luggage compartment instead of rear seats
- 559 - Air conditioning
- 900 - Tourist delivery

The Speedster was collected from the factory in August 1989 and shipped to the USA where it was registered in the Porsche Berkey dealership's name. However, first owner Heinrichs did not drive the car, which had covered only 60 miles by 2008 when he sold it. In 2008 this little-used Speedster returned to Europe and was bought by a Switzerland-resident French citizen, who kept the car (French registered) in Paris.

On the Porsche's return to Europe the speedometer was changed from miles to kilometres per hour by an official Porsche dealership. Of course, the original mph odometer has remained with the car as a proof of its ultra-low mileage. At the same time the Speedster was brought up to European specification (the third stoplight and US rear bumper come with the car).





Its owner registered the Porsche in 2008 and it is only then that the mileage started to increase, albeit slowly, from 800 kilometres in 2008 to 1,600 now. Although only driven infrequently, the car has been serviced on a regular basis:

2008 service at Gerhard Bencze in Austria
2010 service at Porsche Centre Paris (829kms)
2013 service at Porsche dealership in France (1,498kms)
2016 service at Porsche Centre Paris (1,609kms)

All service invoices on file and the car also comes with all its original books including the stamped service booklet. Today this beautiful Porsche 911 Speedster is presented in 'as new' condition, just as one would expect of a car that has travelled only 1,680 kilometres.

€260,000 - 300,000



42

One of a mere 42 examples built

1967 CITROËN DS 21 DÉCAPOTABLE

Coachwork by Henri Chapron

Chassis no. 4473044

- *Most desirable series with the 'early series nose' and superior green LHM fluid*
- *Delivered new to Eze, South of France*
- *Highly original example*
- *Original colour combination*
- *Long-term private ownership*
- *Desirable Jaeger dashboard*
- *Chapron Certificate, etc*





Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch, and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in top-of-the-range models until earlier this year.

The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. (Chapron's first convertibles had been produced independently of Citroën, but the factory eventually gave the project its blessing).

Henri Chapron started his career in the motor industry as an upholsterer's apprentice, working for various coachbuilders in the Paris area. In 1919 he started his own business in the well-to-do Parisian suburb of Neuilly-sur-Seine where his main activity was re-bodying cars that had been requisitioned in wartime by the French Government. Chapron moved to larger premises in Levallois-Perret in 1923 and became the official builder of coach and convertible models for Delage and Delahaye, going on to body many of the most elegant French and European automobiles of the inter-war period.





Despite a much-reduced demand for bespoke coachwork after WW2, Chapron survived thanks to his exemplary creations for Delahaye, Talbot and Salmson, switching to offering bespoke versions of unitary construction models when motor manufacturers began to abandon the traditional separate chassis frame. The arrival of the Citroën DS in 1955 presented Chapron with a fresh opportunity that would result in his name being forever linked with this remarkable car.

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

According to the Henri Chapron Attestation on file, this car was built by Citroën in November 1966 and sent to the Charon Factory in Levallois Perret on the 24th of that month.

Production number '9088', this car was built in the Chapron workshops as were all the convertibles marketed by Citroën at this time. It was completed on 28th February 1967 and returned to Citroën to be sold by one of the company's concessionaires. Citroën had introduced the superior green Light Hydraulic Mineral (LHM) fluid on all hydro-pneumatically suspended models in September 1966, making this car one of the first to benefit from this advance. Having the pre-facelift nose and the green LHM system makes this car particularly rare; indeed we are advised that only 42 DS21 Décapotable models were completed to this specification.





On 27th March 1967 the DS was sold new via the Citroën dealer in Nice to its first owner, Mr Jean Thore of Eze in the South of France. Mr Thore and Mme Dominique Thore enjoyed the car for 34 years. They always kept it at Eze and covered approximately 90,000 kilometres during their ownership.

In 2001, Australian Mr John Plooy was looking for a 'green fluid' DS21 Cabriolet and chanced upon this car. He wanted to keep the Citroën in the Netherlands and use it for annual trips to Italy. When the car arrived in Holland, Mr Plooy immediately sent it to marque specialist Bart Kocken; it turned out to be in excellent original condition, with no rust or evidence of past accident damage.

Mr Plooy commissioned a mechanical overhaul of anything that required it, and had the car repainted and a new convertible top fitted.

This Décapotable retains its original chassis, body panels, interior, Jaeger dashboard, carpets and FM radio, and is in excellent original condition overall, something seldom encountered with these cars. Mr Plooy drove the DS only some 10,000 kilometres over the years, and in 2017 decided to sell it, having reached the age of 80 years. Offered with its original tools, jack, Chapron paperwork, etc, this rare and ultra-desirable soft-top DS is ready for the next owner to use and enjoy.

€190,000 - 220,000



43

Delivered new to Belgium

1973 FERRARI 365 GTB/4 'DAYTONA' BERLINETTA

Coachwork by Pininfarina

Chassis no. 16927

- *Delivered new to Garage Francorchamps in Brussels*
- *Factory fitted air conditioning*
- *Fully restored by Graypaul in the 1980s*
- *Schloss Dyck Concours class winner 2016*
- *Ferrari Classiche certified*









'16927' on the podium of the Zoute Concours D'Elégance 2016

'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast - it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 170km/h and scream out to over 260km/h - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - Car & Driver, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of Ferrari enthusiasts like the 365 GTB/4. The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365 GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1, 2, 3 finish by the Ferrari 330 P4 at that circuit in 1967.

Pininfarina's Leonardo Fioravanti, later the famed Carrozzeria's director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. One of Pininfarina's countless masterpieces, the influential shark-nosed body style featured an unusual full-width transparent panel covering the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favourite among the many Ferraris he designed.

Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary Scaglietti in Modena.







The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at 7,500rpm, with 318lb/ft of torque available at 5,500 revs. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275 GTB.

Unlike the contemporary 365 GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focussed on delivering nothing less than superlative high performance.





At the time of its introduction in 1968 the Daytona was the most expensive production Ferrari ever and, with a top speed in excess of 270km/h, was also the world's fastest production car. Deliveries commenced in the second half of 1969 and the Daytona would be manufactured for just four years; not until the arrival of the 456 GT in 1992 would Ferrari build anything like it again. Only 1,300 Berlinetta models and 121 Spyder convertibles had been made when production ceased in 1973.

Chassis number '16927' was originally ordered in September 1973 by Jacques Swaters' famous Garage Francorchamps, the Belgian Ferrari importer, for their client, a Mr Bricoux. Completed the following month, the Daytona was sold by Garage Francorchamps in November 1973 to the Brussels-based Commercial Credit SA Belgian Services, which leased the car to Bricoux SA of Charleroi, Belgium. '16027' was delivered finished in Blu Dino with Beige leather interior.

In the late 1970s, the Ferrari was sold to Christian Plesner, a resident of Oslo, Norway and also Zürich, Switzerland. During the 1980s, while still in Mr Plesner's ownership, the car was treated to a ground upwards' restoration by marque specialists Graypaul Motors in the UK, in the course of which the engine was up-rated along Group 4 lines to produce 405bhp.

In 1989, by which time it had covered some 52,000 kilometres, the Daytona was advertised for sale by Mr Plesner and found its way to a new owner in Montreal Canada. The Daytona was owned subsequently by Ferrari collector Dr Ferrara of Glen Cove, New York, who purchased the car in 2006. By December 2010, '16927' had passed to Giacomo Ciaccia of Glen Cove, New York. The accompanying Massini Report lists the next private owners as Brendan Gallagher and Michael Stern of BGMS LLC.





'16927' is currently finished in Blu Scuro with beige/black leather Daytona-interior, and is still on its Cromodora aluminium alloy wheels. Accompanying documentation consists of the aforementioned Massini Report; Ferrari Classiche certification confirming the car's originality (chassis/engine/body); invoices from 2015 for cosmetic works (\$15,000) and mechanical works (\$2,000); and a copy of the old US title.

Although an older restoration, this Daytona still presents beautifully; indeed, in 2016 it won the 'Best in Class' award - 'Racing the Italian Grand Tour 1970-75' - at the Schloss Dyck Concours d'Élégance, and that same year was displayed at the Zoute Concours d'Élégance. The Schloss Dyck Concours prize; a Ferrari Classiche badge; and a 1:8 scale model of the car by Brianza are included in the sale.

€700,000 - 800,000



One of only 43 examples built

1989 PORSCHE 911 CARRERA 3.2 CABRIOLET '25 JAHRE 911' JUBILEE MODEL

Chassis no. WPOZZZ91ZKS151259

- *Ultra-rare '25 Jahre 911' Jubilee model*
- *Final production year of the G-model with the desirable G50 gearbox*
- *Special paint and crème interior exclusive for jubileum model*
- *Numerous factory options*
- *Circa 107,000 kilometres recorded*



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 favor 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 liters and, in turbo-charged form, put out well over 300 horsepower.

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguished by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raised top speed by 16km/h to 210km/h. 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 liters.

In 1974, all 911 variants received the 2.7-liter unit, hitherto reserved for the Carrera, when the latter went to 3.0 liters. Although in non-Carrera tune the 2.7-liter unit made slightly less power than the old 2.4, it had been skillfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to a tolerance of low-lead fuel, 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. The interior and seats was re-designed with more comfortable seats, and the safety-bumpers was successfully integrated, without changing the 911's pure design.

Over the past 40 years few sports cars have proved as versatile as Porsche's legendary 911, a model that has proved equally capable as a Grand Tourer, circuit racer or rally car. Success in the latter role came only a few years after its introduction, when works driver Vic Elford became European Rally Champion in 1967. In the modern era, the 911 has established itself as one of the most popular and successful sports cars, and remains nothing short of an automotive icon.





To celebrate 25 years of 911 production, this model was offered from the summer of 1988 as a special Jubilee edition: the '25 Jahre 911'. Different versions were built for Porsche's three most important markets: the USA, Japan, and Germany. The example offered here is a German version, distinguished by its special blue/green metallic paint and Perlgrau (pearl) leather interior, with special wood trim on the dashboard and various other special details.

Unlike the versions built for the other markets, the German model was not equipped with a '25 Jahre 911' plaque on the dashboard; however, only the German cars had the addition of a digital (outside) temperature gage in the centre console. Furthermore, these special series cars were equipped with all available luxuries including electric seat adjustment and heating, special carpets, electric soft-top, and air conditioning.

This particular 'Jubilee' 911 was delivered new in Germany with Dunkelblau metallic paintwork (Porsche code 34S) as confirmed by the Certificate of Authenticity. According to the Porsche Museum, Stuttgart (where an identical example was presented to celebrate the 50th anniversary of the 911 in 2013) only 43 examples of this version were built.

This car was delivered new through the official Porsche dealer Auto Rossel GmbH in Wiesbaden to its first German owner. In October 1992, the 911 passed to its second owner, an architect and Porsche enthusiast from Milan, Italy, who would be its custodian for almost 25 years before this rare car found its way to the Netherlands. While in Italy, the car was used sparingly, which explains the pristine condition of the hard-to-keep-clean Perlgrau interior. The recorded mileage of around 107,000 kilometres is believed correct; however, there are no service invoices to confirm or guarantee this mileage.

In 2016 the car was treated to a professional full re-spray to a very high standard in, of course, its original colour. The well preserved interior remains in original condition and presents beautifully, while the matching-numbers engine and gearbox are both said to perform flawlessly, having been carefully maintained. The last major service was in June 2017 (at circa 107,000 kilometres recorded). This ultra-rare limited edition 911 comes with a Porsche Certificate of Authenticity; all books and tools including compressor; spare wheel and jack; the original service booklet; invoice for the recent professional re-spray; and Netherlands registration papers.

€75,000 - 95,000



45

One of only three examples delivered new to Belgium

1999 ASTON MARTIN V8 VOLANTE LWB CONVERTIBLE

Chassis no. SCFDAM2CCXBL89055

- *One of only 64 LWB Volantes built*
- *One of a believed 25 (or less) left-hand drive examples*
- *The only practical full four-seater Aston Martin soft-top of the post-WW2 era*
- *Only one owner and under 50,000 kilometres from new*
- *Full service history*







'The Volante is the new soft-top version of the Virage incorporating the latest changes made to the full Aston range. Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles.' - Fast Lane.

Premiered at the London Motor Show in October 1998 was one of the most elegant of modern day Aston Martins: the long-wheelbase Volante convertible. Built on a wheelbase not shared with any other V8 Aston, this longer version of the Volante benefited from a 200mm stretch that increased rear passenger leg room and luggage space, and was built to the improved specification of the V8 Coupé that had replaced the Virage as the 'standard' model.

Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the high-performance Vantage's muscular styling cues but retained the normally aspirated, 5.3-litre engine. The latter boasted revised cylinder heads, camshafts, pistons and an improved 'Alpha Plus' electronic engine management system, all of which boosted maximum power by 24bhp over the earlier Virage unit.

Short-wheelbase Volante convertibles were built to the V8 Coupé's improved specification prior to the introduction of the long-wheelbase version, which has the distinction of being the last production Volante built at Newport Pagnell. Automatic transmission (with 'sport' and 'touring' modes), anti-lock brakes and speed-sensitive power assisted steering were standard on the LWB Volante. Full aluminium body, with a quoted 354bhp on tap, it was one of the world's fastest soft-tops; the factory's claimed performance figures being a 0-100km/h time of 6.2 seconds and a top speed of over 240km/h.

As well as the 200mm of increased legroom, the LWB Volante's rear passengers enjoyed 20mm of extra shoulder width, making the car one of the roomiest in its class and ideal for growing families. Needless to say, the luxurious interior was trimmed in the best traditions of Aston Martin coachbuilding, featuring Connolly leather upholstery, burr walnut veneer, Wilton carpeting, and chromed fittings. There was also a state-of-the-art stereo system, while air conditioning, air bags, 'memory' seats, and a fully automatic electrically powered hood were all included for the at-launch £169,500 asking price. Given the latter, it is perhaps not surprising that by the time production of Aston Martin's long running V8 finally ceased in 2000, only 64 of these exclusive, last-of-the-line LWB Volantes had been built compared with 101 V8 Coupés.









This left-hand drive, automatic transmission LWB Volante was sold new in Belgium via the official Aston Martin importer, Michiels in Tisselt. The owner of this beautiful Aston had been in touch with Michiels, saying that should a proper four-seater cabriolet come on the market he would be interested in buying one, which is exactly what happened. Happy as ever, he ordered the car, which had a price tag of 9.6 million Belgian Francs, an absolute fortune. The Volante eventually cost him 8.4 million BEF, which was the equivalent of just over €200,000 at that time.

The car was ordered in the very tasteful colour combination of 'Pentland Green' over 'Magnolia/Forest' (beige) leather with green carpets and green hood. We have been advised that only three left-hand drive LWB Volantes were delivered new in Belgium, two of which were in this colour combination.

The owner purchased the car in his company's name and later on assumed ownership personally. The car was serviced regularly at Aston Martin Belgium and submitted for yearly Contrôle Technique inspections. In 2002, Aston Martin Belgium valued this car at €210,000, at which time it had covered 13,700 kilometres (letter on file).

With a little under 50,000 kilometres covered from new, the car is presented today in original and excellent condition throughout. The most recent major service was carried out in September 2017 at Aston Martin Michiels in Tisselt.

This beautiful LWB Volante represents a unique opportunity for any Aston Martin collector or car enthusiast with a family who loves to be 'de sortie à quatre'. Ideal for summer evening trips in Knokke Le-Zoute, Monaco, etc, it is the epitome of comfortable and fast cruising in unmatched style. Offered from its first Belgian owner, this little-used example is in arguably the best colour combination for the model.

The car comes with its original books and tools; colour-matched Delvaux pouch; European Emergency service document (1999); the original sales agreement (November 1999) for the total price of 8,409,000 Belgian Francs; taxation report (2016); a new set of green carpets (unused); a made-to-size car cover and an extra centrepiece grill in black that was delivered new with the car (unused). A rare modern Aston Martin on the way to collectible classic status.

€170,000 - 250,000



46

Single Belgian family ownership from new

**1976 PORSCHE 911 TYPE 930 TURBO
3.0-LITRE COUPÉ**

Chassis no. 9306700411

- Desirable early 930 Turbo from the second year of production
- Only 1,625 EU-examples built between 1975-77
- Original and rare colour scheme 'Sienna Metallic' (only available in 1976)
- Extensive documentation from day one
- Full service history





'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 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 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. In total between 1975 and 1977 only 1625 EU-examples of the 3.0 litre Turbo were built which makes this series almost as rare as the 911 2.7 Carrera RS with 1590 examples built.

This Type 930 Turbo was built for the German market and delivered to Porsche dealer Otto Glocker in Frankfurt where it was purchased by its first (Belgian) owner, Mme Padevain-Dupont in 1976. Incidentally, 'Dupont' was her husband's name, and - apparently - at that time a wife needed her husband's authorisation to buy a car! Madame Padevain was born in 1911 so she was already 65 years old when she bought the 911.

The car was taken straight to Belgium and has belonged to the first owner's family ever since. The accompanying Porsche Certificate of Authenticity confirms that the engine and colour scheme of Sienna Metallic over 'Brown-Beige' leather are matching. Moreover, it lists the purchase price of 66,500DM.





Always well looked after by its lady owner, the car was taken to Monaco in 1993 by Madame Padevain and registered there as 'L106', which we can still find on the windscreen. The history file contains a map of Cannes and a parking card from Monaco where the Porsche was kept for many years by Madame Padevain's family.

Sadly, in 2000 Madame Padevain died and the car's ownership passed to her son; documentation on file shows that the Porsche had 122,000 kilometres recorded at that time. While in Madame Padevain's son's possession, the car was treated to a complete overhaul, which was carried out by D'leteren Porsche in Belgium. At the same time the 911 was repainted in its original colour and the interior re-trimmed. The restoration was carried out between 2000 and 2009; expenditure on mechanical work alone amounted to over 600,000 Belgian Francs (all invoices on file).

Once the restoration had been finished, the son, who by this time was approaching old age, hardly drove the car. It was then registered in his name and taken back to the South of France where it stayed until last year. Today, this beautiful car is presented in its original specification and in unmolested condition - the latter a rare attribute among early 911 Turbos - with only some 148,000 kilometres recorded on the odometer. The last service was carried out in September 2017.

The car is offered with an extensive history file containing the aforementioned restoration invoices including all invoices since 1976 up to now; Porsche Certificate of Authenticity and Certificate of Conformity; and the original service booklet, the latter stamped on six occasions between 1976 (1,319km) and 1994 (98,417km). All books and tools come with this exceptional Type 930 Turbo, together with the original Porsche pouch and the 2 original keys.

€180,000 - 240,000



47

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

Chassis no. 1E 10844

- *Original left-hand drive Series 1 roadster*
- *Restored to the highest standards*
- *Sensibly upgraded*
- *Matching numbers example*





Manufactured on 26th March 1965, chassis number '1E 10844' represents the Jaguar E-Type in – arguably – its ideal specification: a 'Series 1' roadster with the covered headlamps, benefiting from the more refined and powerful 4.2-litre engine and the improved all-synchromesh gearbox. In addition, this car's left-hand drive makes it ideal for European touring. As a Series 1 model, '10844' incorporates many features not found in later cars, including covered headlamps, toggle switches, and over-bumper rear lights, all hallmarks of the E-Type in its earliest and purest form. The original chassis plates confirming matching numbers are still in place.

Its accompanying Jaguar Heritage Trust Certificate confirms that this is indeed a matching-numbers example that was ordered via Jaguar Cars New York. It left the factory on 28th April 1965 as a Personal Export Delivery to Captain Theodore R Tipo, and was registered in the UK as 'DWK 460C', a Coventry mark. The E-Type eventually formed part of an Italian millionaire's collection where it underwent partial restoration before being purchased by its present UK owner and finished to concours standard by the JagShop in London.

Benefiting from a complete 'last nut and bolt' restoration, the car has now covered some shakedown miles. All original components such as the suspension, steering mechanism, carburettors, wiper motor, and rear axle assembly have been rebuilt, while the black mohair hood and leather trim were supplied by the renowned experts, Suffolk & Turley. A new wiring harness has been installed together with new improved Coopercraft lightweight aluminium 4-pot brake callipers, new hydraulic pipes, and rebuilt brake cylinders and servo. There are top quality adjustable Koni shock absorbers all round, and wider chrome wire wheels for improved looks and better roadholding.

Additional upgrades include a 123 electronic distributor and an electric cooling fan enabling the car to cope with slow-moving traffic conditions. The history file contains a full photographic record of the rebuild.

Handsomely finished in Gunmetal metallic with black leather trim and matching mohair hood, the car has a UK MoT and V5C Registration Certificate, and can therefore easily be reregistered in any EU state without any taxes to be paid. Worthy of the closest inspection, this stunning E-Type roadster is finished to the highest standard and ready to provide its fortunate next owner with years of thrilling high-performance motoring.

€180,000 - 220,000



48

The only one delivered new to Belgium

1966 MORGAN PLUS 4 TWO-SEATER COMPETITION ROADSTER

Chassis no. 6135

- One of only 42 competition models boasting the desirable 2.2 litre Triumph TR4 engine from new
- One of only 9 left-hand drive cars delivered on the European mainland
- Only three Belgian owners from new
- Arguably the best colour combination of British Racing Green with black interior (original matching colours)
- Fully restored 20 years ago, only approx. 12.000 kms driven since
- Long-term single ownership (24 years)





Along with the Drophead Coupé and Super Sports, the Plus 4 Competition was one of the three rarest models of the Morgan Plus 4 range. In its short life span from October 1965 to April 1967, a mere 42 of these cars were built. Ordered by customers in 11 countries. The Competition model boasted a low-line steel body, very similar to the Super Sport's aluminium coachwork, and to justify its price and name, came with a Derrington exhaust manifold, 72-spoke wire wheels, and Armstrong Selectaride shock absorbers as standard. Its power unit was the desirable 2.2-litre twin-carburettor Triumph engine.

The Plus 4 Competition was something of an experiment; Peter Morgan favoured the high-line body and he only agreed to review this policy by offering the Plus 4 Competition (with the low-line body) in 1965. Only 14 months later, in December 1966, the standard Plus 4 Roadster finally adopted that lower body, and the brief production life of the Plus 4 Competition came to an end. With its low-line two-seater body, the Plus 4 Competition is one of the most elegant of Morgans and much better looking than the 2+2 version. It is believed that only 11 have survived.

This rare Competition model was sold new in January 1966 via the dealer Baron Jacques Elleboudt in Brussels. It was delivered finished in green with black interior, and fitted with engine number 'CT61082' (see Morgan records extract on file).

It is said to have been ordered new by a lady from Antwerp. The Morgan later found its way to a surgeon in Sint-Truiden where it resided until the beginning of the 1990s. By then the car was in 'barn find' condition and in need of restoration. It had also been fitted with engine number '510084', a 2.2-litre Triumph TR4 unit of correct type, which is still in the car today. Restored by recognised Aston Martin specialist, Hans Natens, in 1991, it was finished in 1993 having been sold during restoration to the current owner, who had spotted the car while it was with Natens. Its proud owner since, he has enjoyed the Morgan very much, but more importantly has looked after it extremely well. An older restoration, '6135' presents very well today and is in beautiful condition with only approximately 12,000 kms driven since.

A Bonhams specialist has had the pleasure of driving the car over a short distance and was complimentary about its performance and road holding. 'On the button' and ready to be enjoyed, the car comes with an album of old restoration photographs; extracts from Morgan records confirming its specification; Belgian registration papers; a Morgan reference book; and an old Garage Natens brochure featuring the Morgan as one of their finished projects. The only example ever to have been delivered in Belgium, they don't come much rarer than this.
€50,000 - 70,000



1928 RALLY ABC SPORTS

Chassis no. 600

Engine no. DS-2452

- One of some 20 survivors of its type
- Rare steel-body
- Highly original example
- Ruby DS Grand Sport engine (1,097cc)
- Mille Miglia eligible



Founded at Colombes-sur-Seine in 1921, Automobiles Rally was one of France's foremost producers of lightweight sporting voituresses alongside the likes of Salmson, Amilcar, and SARA. Its earliest products were powered by Harley-Davidson motorcycle engines, but the firm soon moved on to four-cylinder units supplied by Chapuis-Dornier, CIME, SCAP, and Ruby.

At the Paris Salon de l'Auto in October 1927, Rally unveiled an entirely new model: the ABC, a low two-seater featuring an under-slung chassis with semi-elliptic springing. The name was a play on words, specifically 'abaissée', meaning lowered. Rally's own front brakes were fitted, while the fuel tank was positioned ahead of the scuttle, beneath the long bonnet. The first ABCs used 1,095cc four-cylinder Chapuis-Dornier overhead-valve engines; later examples were fitted with 1,100cc or 1,170cc SCAP units and those of other suppliers. Twelve-valve competition and supercharged variants were available. Designed by Charles Rothschild, this new ABC was a considerable commercial success for Rally, and at the 1928 Paris salon it was only model they displayed, featuring new Perrot-type front brakes.

The sporting ABC's under-slung chassis dramatically lowered the centre of gravity, which combined with the Perrot brakes made for a fast and agile car. On early examples the passenger's seat was mounted slightly to the rear of the driver's, although this was later changed to improve comfort. Produced in both open and closed versions, the ABC quickly became a favourite of the sporting motorist. Even the smallest capacity derivative was reputedly capable of over 120km/h, and the ABC was a popular choice for up-to-1,100cc class events.

The ABC's competition palmarès includes respectable results at the Grand Prix de l'ACF, Spa 24 hours, San Sebastian Grand Prix, Bordeaux Grand Prix, Burgundy Grand Prix, Bol d'Or, Mille Miglia, and the 1929 Brooklands 'Double Twelve' where one finished 3rd. The 1929 Paris-Saint Raphael and Paris-Nice races brought two victories in the 1,100cc category, while at the Tour de France Automobile, out of three 1,100cc-class finishers, two were Rally ABCs that completed the course without penalties. At the Comminges Grand Prix, Anne-Cécile Rose-Itier secured 3rd place driving her own SCAP-engined Rally, behind two Amilcar C6s. A Rally finished in 4th place at the 1930 Grand Prix of Morocco, while at that year's Mille Miglia, the SCAP-engined ABC crewed by Conconi/Camavelli finished 71st overall and 16th in class.





The Rally ABC is, with the Lombard AL3, considered the most beautiful of the 1,100cc-class sports-racers of its time. It is estimated that around 150 cars were made, of which some 20-or-so survive. Like many of its contemporaries, Rally was not strong enough to survive the economic depression of the early 1930s, and the factory closed its gates in the summer of 1933.

The ABC offered here is a desirable Ruby DS Grand Sport-engined version, which with some 30-34 horsepower available it is said to be more powerful than other models. Chassis number '600' was owned by Swiss collector Hans Bodmer in the early 1980s, and in 1984 went to the Deutsches Automuseum at Schloss Langenburg, where it was displayed until a few years ago when the current owner bought it. Presented in beautiful condition, the car is on the button and ready to take to any event or concours. Offered with Netherlands registration papers, this elegant and rare Vintage-era voiturette is eligible for the Mille Miglia and many other prestigious events, including those organised by the VSCC.
€80,000 - 120,000



50

A mere 39,600 kilometres from new

1994 FERRARI 456 GT COUPÉ

Chassis no. ZFFSD44B000097460

- *Delivered new to Germany*
- *Ultra-rare colourscheme of 'Argento Nürburgring' over 'Jeans Blue'*
- *Desirable manual gearbox*
- *Full service history*





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

For the 456, Pininfarina worked its magic once more to create a subtly beautiful curvaceous body contrasting with the hard edges of its predecessor. Although bereft of extraneous aerodynamic devices, the 456 remained stable up to its maximum of around 300km/h, 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.

Rare and desirable, this manual transmission Ferrari 4546GT was delivered new to FA. Stolze Zweiradteile in Leutkirch, Germany in 1994 finished in the ultra-rare colour scheme of Argento Nürburgring metallic with Jeans Blue interior. In 2006 the car changed hands and went to Holland, where it would be owned by a Ferrari enthusiast until now. Benefiting from frequent servicing by Munsterhuis and Kroymans Ferrari in Holland, the car has always been carefully looked after, including a recent professional full polish costing €3,000. More importantly, the last major service including cam belts, etc was carried out in September 2017 at 39,643 kilometres. In short: this stunning Ferrari is truly ready for any adventure. Said to be unique in this colour combination, with low-mileage and in wonderful condition, the car comes with its original books and tools; the service booklet (stamped on six occasions between 1995 and 2017); and all invoices from day one.

€60,000 - 80,000

No Reserve



51

1963 MERCEDES-BENZ 220 SEB CABRIOLET

Chassis no. WDB11102310045491

- *Delivered new to Switzerland*
- *Two owners from new*
- *Matching numbers*
- *Manual transmission*
- *Extensively restored between 2003 and 2009*



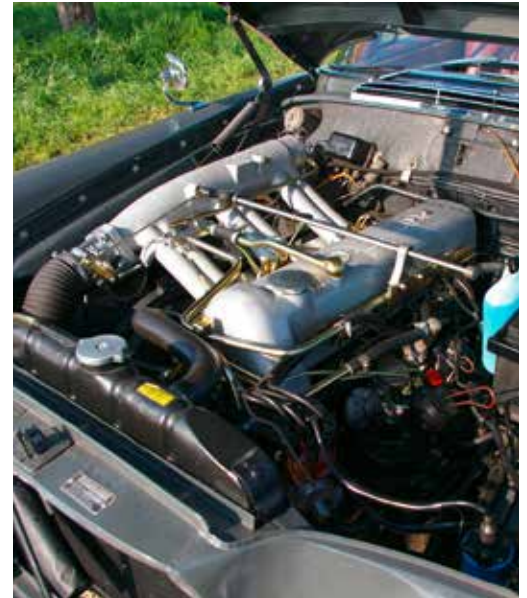
'In the design of the 220 SE coupé, practical considerations have sometimes been given up for better looks, but the car gives passengers as well as the driver a fine feeling of safety, based in fact on first-class road-holding, excellent brakes and precise steering, not to mention the extreme comfort of the wide, well-upholstered individual front seats.' – Car & Driver.

Mercedes-Benz debuted four new models at the Frankfurt Show in 1959 - the 220 SEb among them - all of which shared the same basic unitary-construction bodyshell and all-round independent suspension. Longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window, and vertically positioned twin headlamps. The new 220 SEb retained the fuel-injected, single-overhead-camshaft engine of the previous 220 SE, though maximum power of the 2,195cc six was increased by five horsepower to 120bhp (DIN). Top speed was now 170km/h with 97km/h attainable in under 14 seconds.

Coupé and Cabriolet models appeared in 1960 and 1961 respectively, minus the already dated-looking tail fins of the saloon. More modern in style, the luxurious 220 SEb Coupé and Cabriolet were better appointed too, being equipped as standard with a rev counter and leather upholstery, while four-speed automatic transmission with floor-mounted gearchange lever was available as an option. Front disc brakes were fitted from the start of production, a benefit not enjoyed by the 220 SEb saloon until 1962. By the time production ceased in October 1965, fewer than 17,000 220 SEb Coupé and Cabriolet models had been manufactured, and today these stylish and luxuriously equipped Grand Tourers are highly prized.

Delivered new via the Mercedes-Benz sales organisation in Switzerland on 29th May 1963, this 220SEb Cabriolet has been in the vendor's private collection since 1999. We are advised that the previous owner's widow stated that her husband was the sole owner in Switzerland, but here are no documents surviving from this stage of the car's life.





Since 1999, restoration and maintenance have been documented by invoices and photographs. Having commenced in 2003, restoration of the bodywork was completed in 2009 using original Mercedes-Benz panels as far as possible, while any unobtainable panels were made by hand (no off-the-shelf panels were used).

The car was then repainted in the original colour (DB 190 graphite grey) with subsequent cavity sealing. These works are documented by numerous photographs in addition to the invoices. The mechanicals were fully tested and, where necessary, reconditioned; since then, only regular maintenance has proved necessary as no repairs have been needed. A list of the works carried out is available on request.

The bumpers and sill trim strips were newly chromium-plated during the restoration; the remaining trim is described by the vendor as in a good-to-very-good original condition. The red leather upholstery is still largely original as are the nicely patinated door panels and carpets. All wood trim was re-veneered, and the interior also features a period-correct Blaupunkt Frankfurt radio with MP3 adapter and Hirschmann electric antenna. The rebuilt convertible hood is made of original-specification 'Sunland' fabric with horsehair padding, while the tonneau cover is new (shrunken original with car). An original power steering system as well as the obligatory hazard-warning flasher has been retrofitted. The wheels are shod with new Vredestein Sprint Classic tyres (185/80 R14) and the battery likewise is new.

In March 2017, a cosmetic and mechanical overhaul of the engine ancillaries was carried out, though no repairs were found necessary. Driven regularly and ready to enjoy, this elegant Mercedes-Benz soft-top is offered with copy data card, German 'Historic' registration papers, and TÜV.

€100,000 - 150,000



1973 ALFA ROMEO MONTREAL COUPÉ

Coachwork by Carrozzeria Bertone

Chassis no. AR 1426316

- *Competition-derived four-cam V8 engine*
- *Highly original condition*
- *Original colour scheme*



Inspired by Bertone's Alfa-based styling exercise penned by Marcello Gandini that had been exhibited at the 1967 Montreal Expo, the two-seater Montreal coupé debuted at the Geneva Salon in 1970. Unlike the Expo prototype that used Alfa's 1.6-litre four-cylinder engine, the production Montreal used a 'civilised' version of the T33 sports prototype's four-cam V8. Designed with the classic endurance races in mind, this unit had started life in 2.0-litre form back in 1967 and would demonstrate considerable scope for enlargement. An opportunity to supply engines for the Australia/New Zealand Tasman Series prompted the first stretch to 2.5 litres, which was followed by further enlargement to 3.0 litres, in which form the Alfa engine was used in Formula 1 by McLaren. Campaigning by the factory-backed Autodelta team, the 2.0-litre T33s were frequent class winners in international sports car races, but for outright honours were more often than not out-gunned by the larger-engined Porsches and Ferraris despite the subsequent increases in capacity.

Alfa's V8 first appeared in a road car in the T33 Stradale of 1967. The limited edition Stradale had used the V8 in its original 2.0-litre form but the Montreal's version displaced 2,593cc. Producing 200bhp at 6,500rpm courtesy of electronic ignition and Spica mechanical fuel injection, the Montreal's front-mounted, dry-sump engine drove the rear wheels via a ZF five-speed gearbox. Sourced from the contemporary Giulia 1750GTV, the running gear comprised independent front suspension and a live rear axle plus disc brakes all round.

Aided by its slippery, fastback body, the Montreal was good for a top speed of 220km/h and in spite of the hefty price tag proved very popular. A total of 3,925 cars had been completed when production ceased in 1977, only a relative handful of which were built with the full 3.0-litre engine. Very few road cars can claim an engine with antecedents in both long-distance sports car racing and Formula 1, but the Alfa Romeo Montreal is one of them.

This beautiful Montreal was first registered to its original owner in the Italian province of Ascoli Piceno on 15th June 1973, and remained in that province until 2013. Presented in its original livery of red with black velvet cloth interior, the car currently displays a total of just under 22,000 kilometres on the odometer, and judging from its condition, this is very likely to be the true distance covered from new. The paint is believed to be original, while the interior still has the original clear plastic protection to the outer sides of the driver's and passenger's foot wells. The Montreal was purchased by the current vendor in 2013 for his large private collection in the UK, and since acquisition has been looked after by his in-house mechanic. This stunning car is offered with its original Italian libretto, cancelled Certificato di Proprietà as well as the ASI certificate and ASI gold plaque. A unique chance to purchase a highly original Alfa Romeo Montreal – a stunning example of Bertone design.

€60,000 - 70,000



1970 ALFA ROMEO GT 1300 JUNIOR Z COUPÉ

Coachwork by Carrozzeria Zagato

Chassis no. AR 1800032

- *Rare Zagato-bodied Alfa Romeo*
- *Desirable 1st Series model*
- *Original colour scheme*



One of the oldest and most respected of automotive design firms, Zagato was founded in Milan in 1919 by Ugo Zagato, who used techniques learned in the wartime aeronautics industry to create a series of lightweight competition cars. Alfa Romeo immediately realised the potential of Zagato's designs and thus commenced a fruitful collaboration that lasts to this day. Some of the 20th Century's most beautiful cars have been Zagato-bodied Alfa Romeos.

The creator of some of Carrozzeria Zagato's most memorable designs of the post-WW2 period - arguably its most productive - was Ercole Spada. Spada introduced the Alfa Romeo Giulia TZ's sawn-off tail and was also responsible for the Alfa Romeo Giulietta and 2600 SZs and the Junior Z, the latter being one of the last models developed under the stewardship of company founder, Ugo Zagato.

Based on the mechanicals of the 105-Series Giulia saloon, the Junior Z was introduced for 1970 in '1300' form before being upgraded with the 1,570cc engine in 1972. Lighter than the production models from which it was derived, despite - unusually for a Zagato design - having steel body panels rather than aluminium, the Junior Z was compact, nimble, aerodynamically efficient and fast. The 1,290cc twin-cam four producing 89bhp at 6,000rpm, enough to propel the sleek Z to a top speed of around 175km/h. The 1300 continued in production until October 1972, by which time 1,108 had been produced - enough to enable homologation in FIA Appendix J Group 3 - while a further 402 examples of the '1600' version were built up to 1975. All were left-hand drive.

According to documentation (on file) supplied by the Centro Documentazione Alfa Romeo, this stunning car left the factory on 3rd April 1970 and was subsequently sold to its first owner in Brescia, Northern Italy only ten days later. The original colour scheme was Champagne metallic (code AR 118) with black vinyl interior, a combination that the car still wears today. The Zagato remained in Brescia with two further owners until 2011. It is reported that Alfa was restored at some point by renowned Italian restorer KCA. No restoration records come with the car, but it is beautifully presented in its stunning original colour combination, and it is obvious that great care had been taken to maintain its originality. In the latter respect, it is worthwhile noting that the car still features the original wheels, steering wheel, and correct Plexiglas screen that forms part of the front grille/headlights assembly (all of which are parts unique to this model).

As is often the case, the first series represents the model in its purest form; an early example with the more sprightly 1.3 litre engine, this car will surely provide pleasurable driving as well as aesthetic enjoyment for its new owner. Accompanying documentation consists of the original Italian libretto (de-registered) as well as a cancelled Certificato di Proprietà and an ASI certificate. These charming Alfa Romeos, styled by arguably one of the greatest names in automotive design, rarely come to the market, and this example is worthy of consideration by any Alfa Romeo enthusiast.

€45,000 - 55,000





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Saturday November 11, 2017

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2017 LBVCR entered*
1896 SALVESON STEAM CART


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A photograph of a steam cart, identified as a 1896 Salveson Steam Cart, driving on a wet, reflective street at night. The cart is yellow and black, with large yellow wheels. A driver in a cap and jacket sits at the front, and another person is bent over at the rear. Thick white steam billows from the engine. The wet pavement reflects the streetlights and the cart's lights. The background shows trees and a fence.

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LOT PREVIEW

bonhams.com/autumnstafford

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1949 VINCENT 998CC BLACK SHADOW SERIES C
£50,000 - 60,000



C.1950 AJS 350CC 7R RACING MOTORCYCLE
£26,000 - 30,000



The Ex-Bill Beevers
1955 NORTON 500CC MANX RACING MOTORCYCLE
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The ex-Ivan Mauger, 1969 World Speedway Championship Winning
1969 JAWA SPEEDWAY RACING MOTORCYCLE
£12,000 - 18,000



One of two manufactured, 6,300 miles from new
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One push mile from new,
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£28,000 - 32,000



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THE LAS VEGAS MOTORCYCLE AUCTION

Thursday 25 January 2018

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*The ex-Tony McAlpine, Jack Ehret,
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1951 VINCENT 998CC BLACK LIGHTNING
To be sold at The Las Vegas Motorcycle Auction 2018

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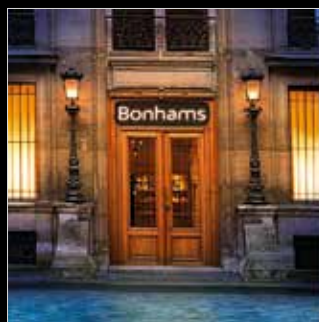
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Tel. : 01 42 61 10 10
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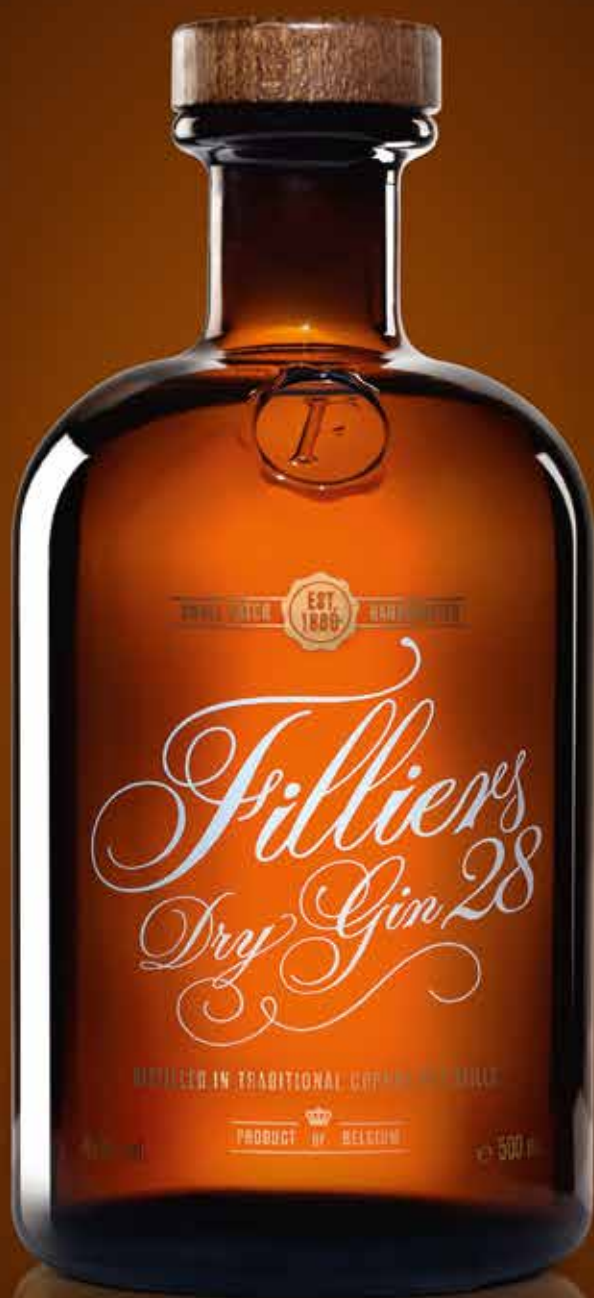


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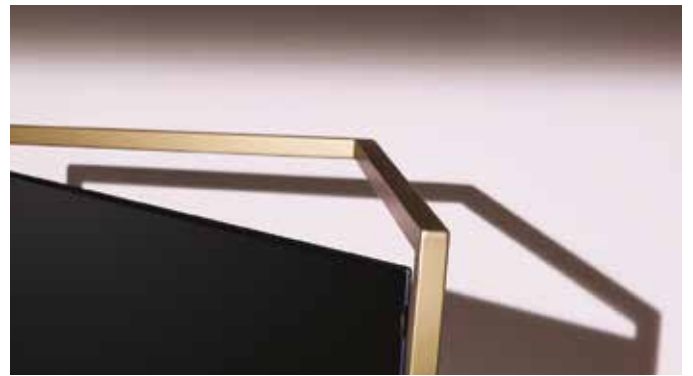
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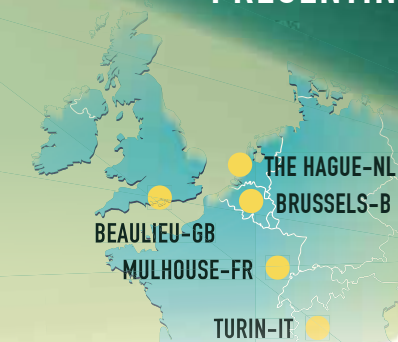
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- Only the English version of these general conditions has legal force. Any version in another language will be deemed merely ancillary.

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

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

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

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

CONDITIE VAN DE KAVELS

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

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

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

VEILINGEN

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

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

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

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

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

de veilingmeester geldt als beslissend.

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

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

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

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

- Het bieden geschiedt geheel naar goeddunken van de veilingmeester.

BIEDEN BIJ AFWEZIGHEID

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

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

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

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

INCIDENTEN DIE DE VERKOOP BEÏNVLOEDEN

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

VERKOOP

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

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

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

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

BETALING

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

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

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

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

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

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

SYMBOLLEN NAAST DE KAVELNUMMERS:

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

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

AUTO'S VOOR VERZAMELAARS

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

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

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

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

KAVELS EXPORTEREN

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

EXPORTVERGUNNING

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

AUTEURSRECHTEN

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

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

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

WET EN JURISDICTIE

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

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

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

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

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

Bonhams Specialist Departments

19th Century Paintings

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

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

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

American Paintings

Alan Fausel
+1 212 644 9039

Antiquities

Madeleine Perridge
+44 20 7468 8226

Antique Arms & Armour

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

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

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

Australian Art

Merryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+1 415 861 7500

Books, Maps & Manuscripts

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

British & European Glass

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

British & European Porcelain & Pottery

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

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
Mark Dance
+44 8700 27361
U.S.A.
Hadiji Rahimipour
+1 415 503 3392

Chinese & Asian Art

UK
Asaph Hyman
+44 20 7468 5888
U.S.A
Dessa Goddard
+1 415 503 3333
HONG KONG
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2222

Clocks

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

Coins & Medals

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

Contemporary Art

UK
Ralph Taylor
+44 20 7447 7403
U.S.A
Jeremy Goldsmith
+1 917 206 1656

Costume & Textiles

Claire Browne
+44 1564 732969

Entertainment Memorabilia

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

Furniture & Works of Art

UK
Guy Savill
+44 20 7468 8221
U.S.A
Andrew Jones
+1 415 503 3413

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 1244 353123

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A
Tanya Wells
+1 917 206 1685

Islamic & Indian Art

Claire Penhallurick
+44 20 7468 8249

Japanese Art

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

Jewellery

UK
Jean Ghika
+44 20 7468 8282
U.S.A
Susan Abeles
+1 212 461 6525
AUSTRALIA
Anellie Manolas
+61 2 8412 2222
HONG KONG
Graeme Thompson
+852 3607 0006

Marine Art

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

Mechanical Music

Jon Baddeley
+44 20 7393 3872

Modern, Contemporary & Latin American Art

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

Modern Design

Gareth Williams
+44 20 7468 5879

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

Motor Cars

EUROPE
Philip Kantor
+32 476 879 471
UK
Tim Schofield
+44 20 7468 5804
U.S.A
Mark Osborne
+1 415 503 3353

Automobilia

UK
Toby Wilson
+44 8700 273 619
Adrian Pipiros
+44 8700 273621

Motorcycles

Ben Walker
+44 8700 273616

Native American Art

Jim Haas
+1 415 503 3294

Natural History

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

Old Master Pictures

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

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

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

Portrait Miniatures

UK
+44 20 7393 3986

Prints and Multiples

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

Russian Art

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

Scientific Instruments

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

Scottish Pictures

Chris Brickley
+44 131 240 2297

Silver & Gold Boxes

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

South African Art

Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

UK
+44 20 7447 7412
U.S.A.
Jonathan Snellenburg
+1 212 461 6530
HONG KONG
Nicholas Biebuyck
+852 2918 4321

Whisky

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

Wine

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

UNITED KINGDOM

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

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

**South East
England**

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

Isle of Wight
+44 1273 220 000

Representative:
Brighton & Hove
Tim Squire-Sanders
+44 1273 220 000

West Sussex
+44 (0) 1273 220 000

**South West
England**

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

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

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

Tetbury
Eight Bells House
14 Church Street
Tetbury
Gloucestershire
GL8 8JG
+44 1666 502 200
+44 1666 505 107 fax

Representatives:
Dorset
Bill Allan
+44 1935 815 271

**East Anglia and
Bury St. Edmunds**
Michael Steel
+44 1284 716 190

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

Midlands

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

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

**Yorkshire & North East
England**

Leeds
The West Wing
Bowcliffe Hall
Bramham
Leeds
LS23 6LP
+44 113 234 5755
+44 113 244 3910 fax

North West England

Chester
2 St Johns Court,
Vicars Lane,
Chester,
CH1 1QE
+44 1244 313 936
+44 1244 340 028 fax

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

Channel Islands

Jersey
La Chasse
La Rue de la Vallee
St Mary
Jersey, JE3 3DL
+44 1534 722 441
+44 1534 759 354 fax

Representative:
Guernsey
+44 1481 722 448

Scotland

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

**Bonhams West
of Scotland**
Kirkhill House
Broom Road East
Newton Meams
Glasgow
G77 5LL
+44 141 223 8866
+44 141 223 8868 fax

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

Wales

Representatives:
Cardiff
Jeff Muse
+44 2920 727 980

EUROPE

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

Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

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

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

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

Greece
7 Neofytou Vamva Street
Athens 10674
+30 (0) 210 3636 404
athens@bonhams.com

Ireland
31 Molesworth Street
Dublin 2
+353 (0) 1 602 0990
ireland@bonhams.com

Italy - Milan
Via Boccaccio 22
20123 Milano
+39 0 2 4953 9020
milan@bonhams.com

Italy - Rome
Via Sicilia 50
00187 Roma
+39 0 6 48 5900
rome@bonhams.com

The Netherlands
De Lairessestraat 154
1075 HL Amsterdam
+31 (0) 20 67 09 701
amsterdam@bonhams.com

Portugal
Rua Bartolomeu Dias nº
160. 1º
Belem
1400-031 Lisbon
+351 218 293 291
portugal@bonhams.com

Spain - Barcelona
Teresa Ybarra
+34 930 156 686
barcelona@bonhams.com

Spain - Madrid
Nunez de Balboa no 4-1A
28001 Madrid
+34 915 78 17 27
madrid@bonhams.com

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
+41 (0) 22 300 3160
geneva@bonhams.com

Switzerland - Zurich
Andrea Bodmer
Dreikönigstrasse 31a
8002 Zürich
+41 44 281 9535
zurich@bonhams.com

MIDDLE EAST

Israel
Joslynnne Halibard
+972 (0)54 553 5337
joslynnne.halibard@
bonhams.com

NORTH AMERICA

USA

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

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

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

Representatives:
Arizona
Terri Adrian-Hardy
+1 (602) 684 5747
arizona@bonhams.com

California
Central Valley
David Daniel
+1 (916) 364 1645
sacramento@bonhams.com

California
Palm Springs
Brooke Sivo
+1 (760) 350 4255
palmsprings@bonhams.com

California
San Diego
Brooke Sivo
+1 (323) 436 5420
sandiego@bonhams.com

Colorado
Julie Segraves
+1 (720) 355 3737
colorado@bonhams.com

Florida
Jon King
Palm Beach
+1 (561) 651 7876
Miami
+1 (305) 228 6600
Ft. Lauderdale
+1 (954) 566 1630
florida@bonhams.com

Georgia
Mary Moore Bethea
+1 (404) 842 1500
georgia@bonhams.com

Illinois
Ricki Blumberg Harris
+1 (773) 267 3300
chicago@bonhams.com

Massachusetts
Amy Corcoran
+1 (617) 742 0909
boston@bonhams.com

Nevada
David Daniel
+1 (775) 831 0330
nevada@bonhams.com

New Jersey
Alan Fausel
+1 (973) 997 9954
newjersey@bonhams.com

New Mexico
Michael Bartlett
+1 (505) 820 0701
newmexico@bonhams.com

Oregon
Sheryl Acheson
+1(503) 312 6023
oregon@bonhams.com

Pennsylvania
Alan Fausel
+1 (610) 644 1199
pennsylvania@bonhams.com

Texas
Amy Lawch
+1 (713) 621 5988
texas@bonhams.com

Virginia
Gertraud Hechl
+1 (540) 454 2437
virgina@bonhams.com

Washington
Heather O'Mahony
+1 (206) 218 5011
seattle@bonhams.com

Washington DC
Gertraud Hechl
+1 (540) 454 2437
washingtonDC
@bonhams.com

CANADA

Toronto, Ontario ●
Jack Kerr-Wilson
340 King St East
2nd Floor, Office 213
Toronto ON
M5A 1K8
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec
David Kelsey
+1 (514) 894 1138
info.ca@bonhams.com

SOUTH AMERICA

Brazil
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong ●
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing
Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

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

AUSTRALIA

Sydney
97-99 Queen Street,
Woollahra, NSW 2025
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne
Como House
Como Avenue
South Yarra
Melbourne VIC 3141
Australia
+61 (0) 3 8640 4088
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

AFRICA

Nigeria
Neil Coventry
+234 (0)8110 033 792
+27 (0)7611 20171
neil.coventry@bonhams.com

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

THE BONHAMS MOTORING NETWORK

UK (Head office)

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

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@
bonhams.com

**Cheshire &
Staffordshire**
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@
bonhams.com

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

Hampshire
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
mike.jackson@
bonhams.com

**East Anglia
Motorcycles**
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel /Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@
bonhams.com

Midlands
Bob Cordon-Champ
Highcliffe
2 Cherry Orchard
Lichfield, Staffordshire
WS14 9AN
Tel/fax: (01543) 411 154
robert.cordonchamp@
bonhams.com

Roger Etccl
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 323 006
Mob: 07786 330 191
roger.etccl@
bonhams.com

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans
@bonhams.com

Home Counties
Colin Seeley
3 Whiteoak Gardens
The Hollies
Sidcup Kent
DA16 8WE
Tel: (020) 8302 7627
colin.seeley@
bonhams.com

Herts, Beds & Bucks
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

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

Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 844 884
Fax: (01204) 401 799

Wales
Mike Worthington-
Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

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

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

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

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

The Netherlands
Koen Samson
De Lairessestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

USA (Head offices)

Oregon
Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 503 3353
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles
Michael Caimano
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 929 666 2243
Fax: +1 323 850 5843
michael.caimano@
bonhams.com

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

USA Representatives

Southern California
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544

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

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

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

Northwest
Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227

Rest of the World

Australia
Merryn Schriever
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
+61 2 9475 4110 fax
merryn.schriever@
bonhams.com

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
jlk@talktalk.net

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
ryo.wakabayashi@
bonhams.com

Hong Kong
Edward Wilkinson
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
edward.wilkinson@
bonhams.com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
singapore@bonhams.com

Registration and Bidding Form

Bonhams

(Attendee / Absentee / Online / Telephone Bidding)
Please circle your bidding method above.

Paddle number (for office use only)

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

Data protection – use of your information
Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

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

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

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

Please note that all telephone calls are recorded.

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, TAX AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

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

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

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

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

MOTOR CAR INDEX

Lot no.	Year	Model			
37	1956	Abarth 750 Allemanno Spyder	47	1965	Jaguar E-Type 'Series 1' 4.2-Litre Roadster
31	1957	Alfa Romeo Giulietta Sprint 750-Series Coupé	34	1993	Jaguar XJ220 Coupé
53	1970	Alfa Romeo GT 1300 Junior Z Coupé	23	1968	Lancia Fulvia Rallye 1.3 HF Coupé
52	1973	Alfa Romeo Montreal Coupé	51	1963	Mercedes-Benz 220 SEb Cabriolet
45	1999	Aston Martin V8 Volante LWB Convertible	35	2017	Mercedes-Maybach G650 Landaulet
33	2003	Aston Martin DB AR1 Roadster	26	1968	Mercedes-Benz 280 SL ZF 5-speed gearbox with Hardtop
39	1956	Austin Healey 100/4 BN2 Roadster	48	1966	Morgan Plus 4 Two-seater Competition Roadster
25	1960	Austin Healey 3000 Mk1 BT7 Roadster	28	1957	Porsche 356A 1600 Speedster
30	1989	BMW Z1 Roadster	32	1967	Porsche 911S 2.0 Sunroof Coupé
27	2000	BMW Z8 Roadster with Hardtop	44	1989	Porsche 911 Carrera 3.2 Cabriolet '25 Jahre 911' Jubilee
38	2011	BMW 1M Coupé	24	1971	Porsche 911E 2.2 Targa
21		Bugatti Type 35 Child's Car	29	1975	Porsche 911S 2.7 Sunroof Coupé
40	1961	Chevrolet Corvette C2 Type 887 Convertible with Hardtop	46	1976	Porsche 911 Type 930 Turbo 3.0-Litre Coupé
42	1967	Citroën "DS21 Décapotable"	41	1989	1989 Porsche 911 Carrera 3.2 'Turbo Look' Speedster
36	1968	Ferrari 365 GTC Coupé	49	1928	Rally ABC Sports
43	1973	Ferrari 365 GTB/4 'Daytona' Berlinetta	22	1955	Volkswagen 'Beetle' Cabriolet
50	1994	Ferrari 456 GT Coupé			



**LOUWMAN
MUSEUM**



**THE JAMES BOND ASTON MARTIN DB5
FROM THE FILM *GOLDFINGER***

**WILL BE EXHIBITED AT THE ZOUTE CONCOURS D'ELEGANCE 2017
COURTESY OF THE LOUWMAN MUSEUM**





LOT 43

1973 FERRARI 365 GTB/4 'DAYTONA' BERLINETTA



1793

Bonhams

4, rue de la Paix
F-75002 Paris

+33 (0) 1 42 61 10 11



THE ZOUTE SALE®

All proceeds from the sale of the car will
go to the Laureus Sports For Good Foundation
2017 MERCEDES-MAYBACH G650 LANDAULET
Friday 6 October 2017
Knokke-Le Zoute, Belgium



Mercedes-Benz



Bonhams







Mercedes-Benz



Mercedes-Benz has reserved one of the 99 Mercedes-Maybach G650 Landaulets to be sold at auction, with all proceeds going to the Laureus Sport for Good foundation. As all other 98 vehicles in the strictly-limited production run had been sold almost as soon as the vehicle had been launched, this represents the very last opportunity to obtain this truly unique vehicle, direct from the manufacturer.

Laureus is a global movement that celebrates the power of sport to bring people together as a force for good. The first Patron of Laureus was Nelson Mandela. At the inaugural Laureus World Sports Awards in 2000, President Mandela said: "Sport has the power to change the world. It has the power to inspire. It has the power to unite people in a way that little else does. It speaks to youth in a language they understand. Sport can create hope where once there was only despair. It is more powerful than governments in breaking down racial barriers." This has become the philosophy of Laureus, the driving belief behind all the foundation does.

Laureus Sport for Good is a registered charity, pursuing a vision of "using the power of sport to end violence, discrimination and disadvantage. Proving that sport can change the world". It supports more than 100 sports-based community programmes in around 40 countries to combat social challenges facing children and young people, such as violence and crime, discrimination, lack of education, unemployment and preventable diseases. The foundation is global leader in research and knowledge-sharing in relation to operating sport for development programmes.



THE ZOUTE SALE® - by Bonhams

THE ZOUTE SALE®

One of only 99 built, Offered from the Mercedes-Benz Factory
Offered directly from Daimler AG with all benefits to be donated
to the charity 'Laureus sport for good foundation'
2017 MERCEDES-MAYBACH G650 LANDAULET

Friday 6 October 2017, 6pm
Vrijdag 6 oktober 2017, 18.00 uur

Knokke Le Zoute, Belgium
Knokke – Het Zoute, België



UNDER THE JURISDICTION OF

Me Alex Dockers
Bailliff in Waregem

BONHAMS 1793 LTD

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

Knokke Le Zoute
Albertplein
8300 Knokke
Belgium

VIEWING

Thursday 5 October
10am to 6pm
Friday 6 October
from 9am to 6pm

AUCTION DATE AND START TIMES

Friday 6 October 2017, 6pm

CONTACT DURING THE SALE PERIOD

Wednesday 4 October to
Saturday 7 October
+33 (0) 1 42 61 10 11

BUYER'S PREMIUM (Notice to Buyers)

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

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

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

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

Important

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

CATALOGUE

€50 + p&p

SALE NUMBER: 24130

ONDER JURISDICTIE VAN

Me Alex Dockers
Gerechtsdeurwaarder in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101
1040 Brussels
België
Bedrijfsregistratienummer België
841074627

Knokke - Het Zoute
Albertplein
8300 Knokke
België

BEZICHTIGING

donderdag 5 oktober
van 10.00 uur tot 18.00 uur
vrijdag 6 oktober
van 09.00 uur tot 18.00 uur

VEILINGDATUM & AANVANGSTIJD

vrijdag 6 oktober 2017, 18.00 uur

CONTACTGEGEVENS TIJDENS DE VEILING

van woensdag 4 oktober tot
zaterdag 7 oktober
+33 (0) 1 42 61 10 11

OPGELD

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

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

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

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

Belangrijk

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

CATALOGUS

€50 + verzendingskosten

VERKOOPNUMMER: 24130

Bonhams 1793 Limited

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

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

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NOTICE COLLECTIONS, TRANSPORT AND STORAGE

Purchases will only be released when cleared funds are received.

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

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

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

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

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

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

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

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

ADMINISTRATION AND UPLIFT FROM ALBERTPLEIN:

€290 + VAT per motor car

STORAGE CHARGES:

First 14 days

€25 + VAT per motor car per day

IMPORTANT NOTICE:

The storage facility will remain operational until Friday 20 October 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.

TRANSPORT CONTACT:

Polygon Transport
Contact: Wayne Loveland
+44 (0) 2380 871 555
+44 (0) 7836 220 408 mobile
wayne@polygon-transport.com

CARS Europe
Contact: Chris Dale
+44 (0) 1284 850950
+44 (0) 7841 985156 mobile
chris@careurope.net

CUSTOMS

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

CARS Europe
Contact: Adam Wyand Brooks
+44 (0) 1284 850950
+44 (0) 7860 371512 mobile
adam@carseurope.net

INSURANCE AFTER SALE

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

KENNISGEVING: AFHALINGEN, TRANSPORT EN OPSLAG

Aankopen worden alleen vrijgegeven nadat de betaling voldaan is.

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

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

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

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

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

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

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

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF ALBERTPLEIN:

€290 + BTW per motorvoertuig

OPSLAGKOSTEN:

Eerste 14 dagen

€25 + BTW per motorvoertuig per dag

BELANGRIJKE INFORMATIE:

De opslagfaciliteit zal operationeel blijven tot vrijdag 20 oktober 2017. Na deze datum zullen alle niet-afgehaalde voertuigen worden verwijderd en op kosten van de klant overgebracht naar de permanente opslagfaciliteit in de UK.

TRANSPORT CONTACT:

Polygon Transport
Contact: Wayne Loveland
+44 (0) 2380 871 555
+44 (0) 7836 220 408 mobile
wayne@polygon-transport.com

CARS Europe
Contact: Chris Dale
+44 (0) 1284 850950
+44 (0) 7841 985156 mobile
chris@careurope.net

DOUANE

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

CARS Europe
Contact: Adam Wyand Brooks
+44 (0) 1284 850950
+44 (0) 7860 371512 mobile
adam@carseurope.net

VERZEKERING NA VERKOOP

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

YOUR CONTACTS FOR THIS SALE

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

Contact details during the sale period
from Wednesday 5 to Saturday 8 October:

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

FOR ALL CORRESPONDENCE

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

Motor Car Specialists

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

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

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

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

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

Sale Administrators

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

Mathieu Kaeder
+33 (0) 1 42 61 10 11
+33 (0) 6 66 01 91 03
mathieu.kaeder@bonhams.com

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+44 (0) 20 7468 8210
+44 (0) 20 7468 8209
press@bonhams.com

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

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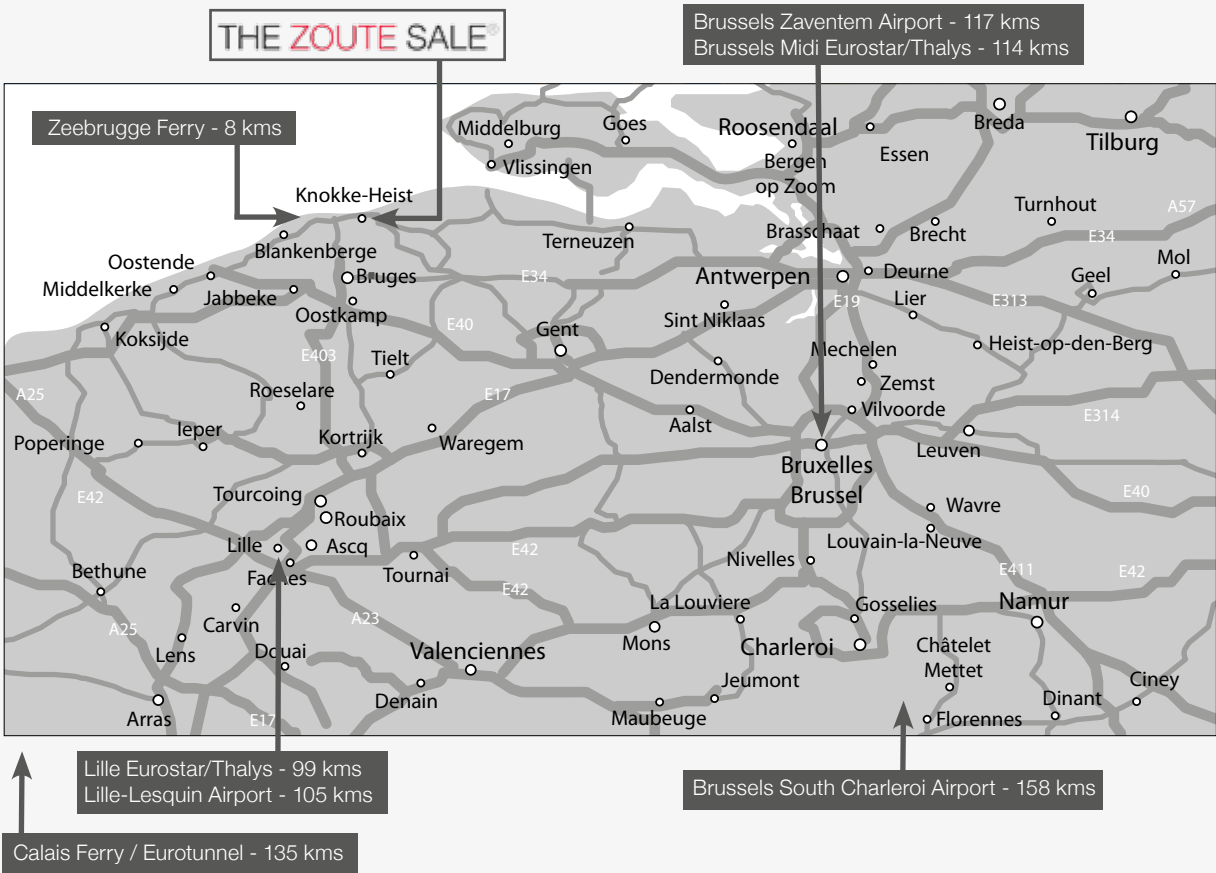
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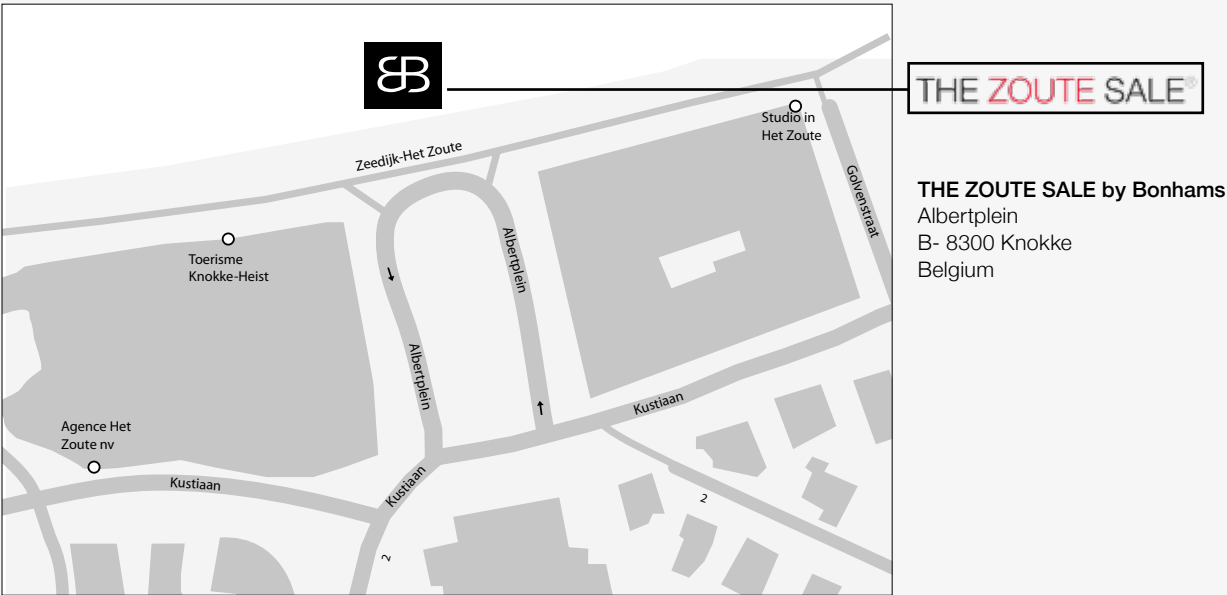
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DIRECTIONS TO KNOKKE LE ZOUTE, BELGIUM



THE ZOUTE SALE VENUE



IMPORTANT INFORMATION FOR BUYERS AND SELLERS

BELANGRIJKE INFORMATIE VOOR KOPERS EN VERKOPERS

GENERAL INFORMATION

Commission bids

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

Payment

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

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

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

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

Only Automobilia items can be paid by credit card payments, subject to a 3% surcharge. Cash accepted up to a limit of €3,000

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

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

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Collection of vehicles is available by appointment only – whether you intend driving the car away from storage or using a vehicle transport company. Bonhams personnel will be on site from Friday 7 October to Saturday 8 October, 12 noon. Thereafter, all vehicle collections must be co-ordinated via our transport representatives.

Collections, Transport and Storage

see Notice: Collections, transport and storage details.

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

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Enkel Automobilia loten kunnen worden betaald met creditcard, onderhevig aan een toeslag van 3%.
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Let op dat alle gekocht kavels onderhevig zijn aan een opgeld van 15%. Dit is van toepassing op ieder gekocht kavel en is onderhevig aan BTW. Sommige kavels zijn onderhevig aan BTW op de hamerprijs evenals op het opgeld. Deze kavels worden gemerkt met ofwel een omega (Ω) of (*) die worden afgedrukt naast de kavel in de catalogus.

Registratie van bidders

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

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Verzekering na verkoop

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

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Voertuigen kunnen alleen op afspraak worden afgehaald, ongeacht of u het voertuig zelf wilt besturen of dat u het voertuig af laat halen door een transportbedrijf voor voertuigen. Het personeel van Bonhams is op de locatie aanwezig van vrijdag 7 oktober tot zaterdag 8 oktober 12.00 uur. Daarna moet het afhalen van alle voertuigen worden geregeld met onze transportvertegenwoordigers.

Afhalingen, transport en opslag

zie Kennisingeving: Afhalen, transport en opslag.


Schade

Iedere kijker die een kavel beschadigt wordt wettelijk aansprakelijk gesteld.

*One of only 99 built, Offered from the Mercedes-Benz Factory
Offered directly from Daimler AG with all benefits to be donated
to the charity 'Laureus sport for good foundation'*

2017 MERCEDES-MAYBACH G650 LANDAULET





"It is a sought-after vehicle as it is forever reinventing itself – and yet remains true to its origins. It was and always will be unmistakably a G-Class, while at the same time offering plenty of opportunities for individual wishes".

– Gunnar Güthenke, Managing Director of
Mercedes-Benz G GmbH

THE MERCEDES-MAYBACH G 650 LANDAULET: Luxury and off-road fun on a new level

Unmistakably a G-Class

A masterpiece of automotive engineering: With the Mercedes-Maybach G 650 Landaulet (combined fuel consumption: 17.0 l/100 km, combined CO2 emissions: 397 g/km) the legendary G-Class surpasses itself. It combines luxury with a powerful engine and superior off-road capability like hardly any other vehicle before it. The open-top off-road vehicle unites two traditions: firstly, the Landaulets at Mercedes-Benz have typified open-air exclusivity and the highest level of comfort for over one hundred years. Secondly, the G-Class has been the benchmark for off-road fans since 1979.

The extraordinary G 650 Landaulet is the first of its kind from Mercedes-Maybach and is limited to 99 vehicles. With its superlative V12 engine, portal axles, electric fabric top and exclusive equipment specification in the rear compartment, this G-Class variant meets the expectations of customers who demand the very highest standards of their vehicle and want their open-top driving to be as exclusive as it is stylish.

"Today fascination with the G-Class is more prevalent than ever", says Gunnar Güthenke, Manager of Mercedes-Benz G GmbH. "It is a sought-after vehicle as it is forever reinventing itself – and yet remains true to its origins. It was and always will be unmistakably a G-Class, while at the same time offering plenty of opportunities for individual wishes. Our exclusive Landaulet model is the best example of this."

The G 650 Landaulet surpasses all standards: a length of 5,345 millimetres, a wheelbase of 3,428 millimetres, a height of 2,235 millimetres, almost half a metre of ground clearance as well as ample space and comfort for four passengers. "An off-road vehicle that is out of this world," is how AutoBild put it following the presentation of the luxury off-roader.



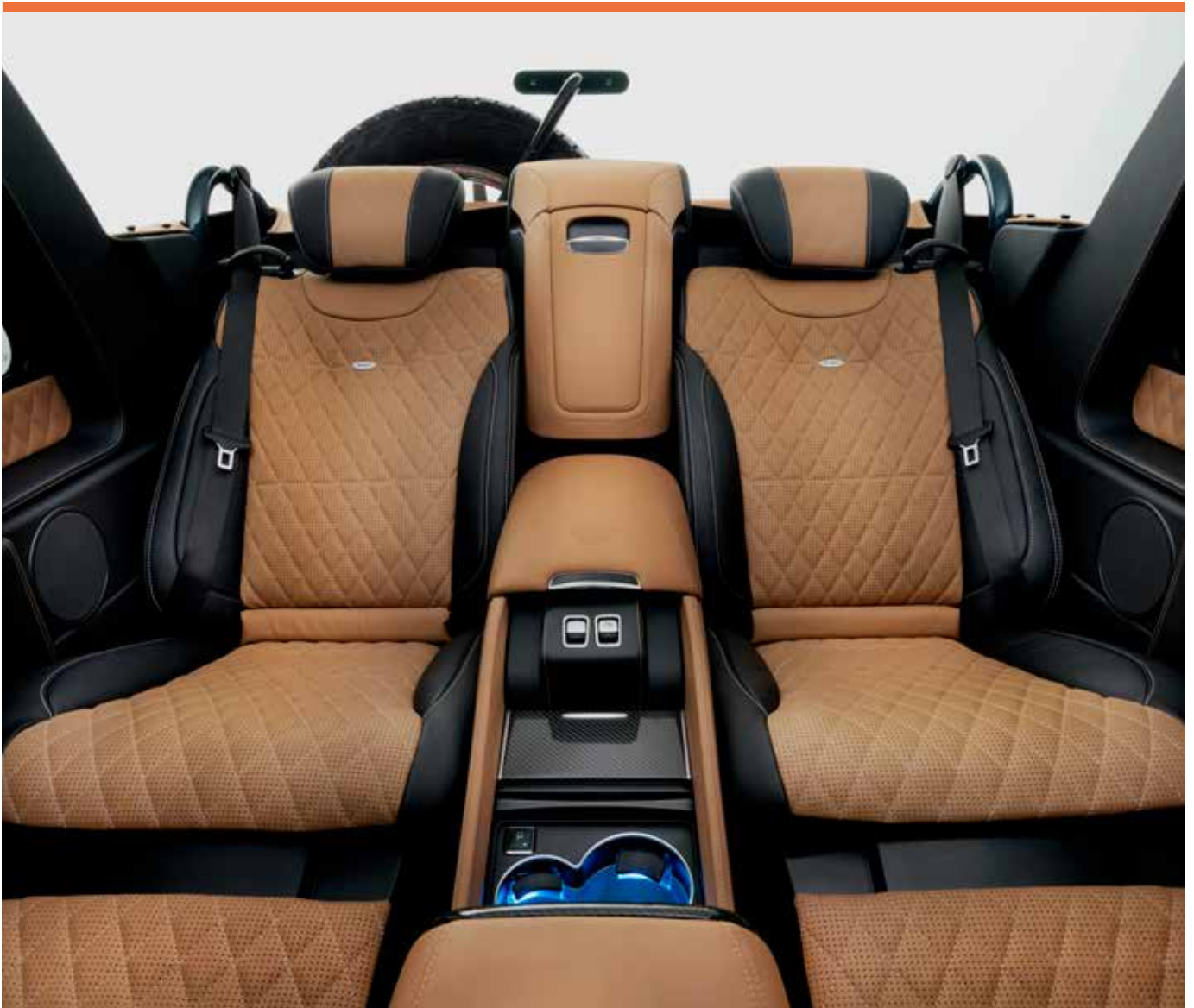
A chauffeur-driven limousine as an off-roader

This extrovert G-Class represents a unique combination of luxurious chauffeur-driven limousine and off-roader. While the driver and front passenger are accommodated under the closed roof, the rear passengers can enjoy maximum open-air pleasure as and when desired. They climb aboard via an electrically extending side-step, and at the press of a button a large folding top opens to offer a view of the blue sky. The rear passengers enjoy the majestic open-air experience from their single seats within a lounge-like atmosphere, familiar from the Mercedes-Maybach S-Class. An electrically operated glass partition separates the rear compartment from the driver's section. In addition, the glass can be changed from transparent to opaque at the press of a button.

Thanks to the 578 millimetre longer wheelbase compared to the standard G-Class, the passengers in the Mercedes-Maybach G 650 Landaulet benefit from extensive freedom of movement. In combination with the first-class rear seats, this impression is further enhanced. The electrically multi-adjustable individual seats can be conveniently set to a fully reclined position. The active multi-contour seats with ENERGIZING massage function have inflatable air chambers to provide high seating comfort and excellent lateral support. Massage programmes relax tense muscles following the principle of a relaxing hot-stone massage. In addition, the seats can be ventilated – a relief on strenuous safaris, for example!

The rear seating concept is augmented by a calf rest, which is freely adjustable in length and swivel range. The rear passenger area strongly resembles the cockpit not only on account of the single seats, but also on account of the passenger grab handles typical of the G-Class as well as a glove compartment for each rear passenger. The other appointments of the G 650 Landaulet leave nothing to be desired. A large business console with thermal cup holders for keeping drinks cool or warm is integrated between the individual seats. The controls for opening or closing the glass partition are installed behind the cup holders. In addition, there is a control panel in the front and the rear.

In the front, the control panel can be used to control the differential locks, while in the rear the control panel featuring the same look has a button for the interior lighting and two more buttons to open and close the soft top. Similar to an aircraft seat, the centre console comes with two tables, which can be easily folded in or out with one hand. The table tops have leather inserts to provide a comfortable writing surface or to allow the use of tablets and notebooks. The buttons in front of the cup holders regulate the air conditioning in the rear. And great entertainment is always ensured: the cross-member, which holds the glass partition, accommodates two 25.4 cm (10-inch) high-resolution media displays.







Superior luxury thanks to designo manufaktur

The luxurious, exquisite character of the Landaulet is emphasised by the high-grade designo upholstery with diamond stitching. This particular vehicle is finished in a most attractive combination of designo mystic white bright exterior, with two-tone designo sand leather interior and a beige hood. As with all G-Classes, the off-roader is produced almost completely by hand in the G-Class manufaktur at Magna Steyr in Graz, Austria.

“V12 BITURBO” lettering on the front wings points to the ultimate in motive power, the 12-cylinder engine. The radiator grille features a chrome-plated double louvre and a chrome-plated screen. Exclusive “LANDAULET” lettering is worked into the rim flanges of the ceramically polished, 55.9 cm (22-inch) five-star twin-spoke light-alloy wheels. Other exclusive exterior design features include front and rear rock guards, large wheel-arch flares in genuine carbon fibre as well as, mounted on the right at the rear, the spare wheel with integral holder for the third brake light.

In order to commemorate the very special partnership with the Laureus Sport for Good foundation, this particular vehicle will have a unique “Laureus” badge set into the radiator grille and will be supplied with two silver champagne flutes, engraved with a special message and set into a custom-compartment in the rear of the vehicle.

As is customary with the off-road icon, the “G” is forever breaking new ground: unlike previous Landaulets, which were based on prestigious saloons, the Mercedes-Maybach G 650 Landaulet also has what it takes to deliver an unforgettable off-road experience. Rock, water or dunes? Not a problem for the extraordinary combination of off-road-tough on the one hand, and gentility on the other. Familiar from the AMG G 63 6x6 and G 500 4x42, the portal axles provide ample ground clearance of 450 millimetres. This allows the open-top all-terrain vehicle to overcome even extreme obstacles in masterly fashion. In contrast to a conventional rigid axle, the wheels are not at the height of the axle centre, but are instead situated much further down on the axle heads owing to the portal transmission. Tyres of size 325/55 R 22 form the ideal basis for perfect handling off-road. Of course it goes without saying that the typical 100 percent differential locks are a key component of this exceptional “G”, as well as the low range in the transfer case.

Mastering the off-road with four-wheel drive

The combination of the permanent all-wheel drive with the electronically controlled traction system 4ETS, ESP®, the low range gearbox and the differential locks mean that this G-Class is well able to meet off-road demands, while offering on-road driving safety typical of Mercedes-Benz.

The electronic traction system 4ETS turns on automatically when one or more wheels lose traction and brakes them individually. This simultaneously increases the drive torque on the wheels with sufficient traction. 4ETS directs the drive force to the wheels with the best traction, making snow-covered and icy roads as well as demanding off-road tracks significantly easier to manage. The permanent all-wheel drive is designed for maximum traction and distributes the power to the front and rear axle at a ratio of 50:50. The three 100-percent differential locks bring the drive force to where traction is best. They can be individually engaged while driving.

The grip of just one wheel suffices for propulsion. The low range ensures maximum traction on difficult ground, for example in mud or sand. It can be engaged via the low range switch in transmission mode N at speeds of up to 40 km/h.

Superior driving comfort comes courtesy of the most powerful engine available - the Mercedes-AMG V12 biturbo - which delivers a maximum output of 463 kW (630 hp) with a peak torque of 1,000 Newton-metres. The strengths of the 12-cylinder biturbo engine include its effortless acceleration in all speed ranges as well as its refined operation with the distinctive V12 sound typical of AMG. In short: the powertrain allows for a superior and stylish performance. Technical highlights of the AMG 6.0 litre V12 biturbo engine include the aluminium crankcase, a forged crankshaft made of high-quality alloy steel, the multi-spark ignition with twelve twin-spark ignition coils as well as an air-water intercooler with low-temperature circuit.

Estimate: Refer department





“Using the power of sport to end violence, discrimination and disadvantage. Proving that sport can change the world”.



LAUREUS SPORT FOR GOOD

Laureus is a global movement that celebrates the power of sport to bring people together as a force for good. The first Patron of Laureus was Nelson Mandela. At the inaugural Laureus World Sports Awards in 2000, President Mandela said: *“Sport has the power to change the world. It has the power to inspire. It has the power to unite people in a way that little else does. It speaks to youth in a language they understand. Sport can create hope where once there was only despair. It is more powerful than governments in breaking down racial barriers.”*

This has become the philosophy of Laureus, the driving belief behind all we do.

Laureus Sport for Good is a registered charity, pursuing a vision of *“using the power of sport to end violence, discrimination and disadvantage. Proving that sport can change the world”*. It supports more than 100 sports-based community programmes in around 40 countries to combat social challenges facing children and young people, such as violence and crime, discrimination, lack of education, unemployment and preventable diseases. The foundation is global leader in research and knowledge-sharing in relation to operating sport for development programmes.



1
Laureus-supported project Bola Pra Frente.
Brazil

2
Mike Horn, Laureus Academy Member,
at Laureus-supported project, Great
Commission United, Cape Town.
South Africa





3
 "It's really about trying to help and convince the kids that it is possible to achieve your dreams. With effort and discipline, everything is possible".
 Raúl, Laureus Academy Member, at Laureus-supported project, 'Fight back' - USA

4
 "Sitting in a wheel chair, I found it difficult to find a sport that is fun and which I can practise. At the basketball project Baskets for Cologne, I am finally part of a team".
 Mark (left) - Baskets for Cologne, Germany

5
 "I'm taking what I learn at Magic Bus, working with others towards gender equality. By building the confidence of women I encourage them to go for education and a better future. Sport is the medium and through it we can teach many things."
 Gulafsha - Magic Bus, India





3



5

We keep moving

To change the world, we need to keep moving! With this in mind, the numerous Sport for Good projects on all continents pursue the long-term and shared goal of boosting children's self-confidence and making a contribution to mental and physical health, educational achievement and equality of opportunity. The participating children discover their talents and abilities and develop values such as discipline and single-mindedness – qualities that also help them in their everyday lives.

Every programme which Laureus Sport for Good supports is addressing at least one of the following six social issues, which are aligned with the United Nations Sustainable Development Goals:

- o **Health:** Enhancing mental wellbeing and encouraging healthy behaviour change
- o **Education:** Increased access to and completion of education
- o **Women and Girls:** Promoting equality, empowerment and safety
- o **Employability:** Developing skills and creating pathways to employment
- o **Inclusive Society:** Creating communities which embrace ethnic, cultural and physical differences
- o **Peaceful Society:** Resolving conflict, promoting community peace-building and creating safe spaces

By supporting the global network of projects, facilitating training programmes covering multiple sports and social issues, and developing tools to track social impact, Laureus has unparalleled understanding, knowledge and access to on-the-ground delivery of sport for development.

Spreading the message

Laureus Sport for Good carries the unanimous endorsement of the Laureus World Sports Academy & Ambassadors. The Laureus Academy and Ambassadors are a unique collection of over 200 of the greatest sporting stars from the past and present. All believe passionately in the power of sport to make a difference to our world. The Academy and Ambassadors volunteer their time to support the work of Laureus Sport for Good, using sport as a tool for social change and inspiring young people around the world. What they all have in common is that they serve as an inspiration for young people in their country. The fame of these personalities guarantees public attention and recognition for the projects.

Mercedes-Benz & Laureus Sport for Good

Mercedes-Benz is one of the founding partners of "Laureus Sport for Good". Since the foundation was established in 2000, Mercedes-Benz has been supporting and promoting the aims and values of this worldwide non-profit-making programme: to use social sports projects to improve the lives of children and young people who are disadvantaged or suffering from illness. Laureus Sport for Good has become a fundamental element of Mercedes-Benz's social responsibility.

FIND OUT MORE

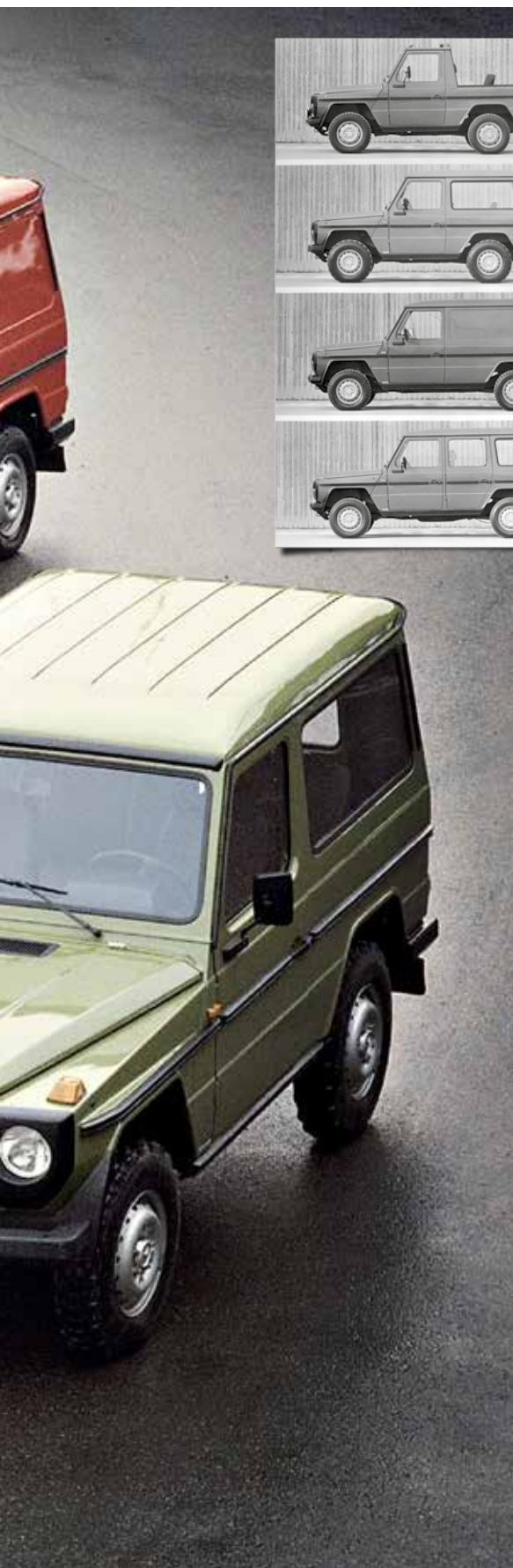
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Thanks to its unmistakably distinctive shape and outstanding technology, the Mercedes-Benz off-road vehicle has acquired a cult status

THIS OFF-ROAD VEHICLE WRITES HISTORY

The name Maybach goes back to the beginnings of the automobile. It stands for the highest luxury and tradition, combined with high-tech. In 2015, Mercedes-Maybach started a new chapter in the luxury class. Since then more than 15,000 Mercedes-Maybach have been delivered. Thus, every tenth sold car in the S-Class segment was one of the most luxuriously equipped limousines. With the Mercedes-Maybach G 650 Landaulet, the portfolio is complemented by the icon of the off-roader. The G 650 Landaulet underlines the exceptional significance of the luxury brand for the Mercedes brand family with a total of five Maybach vehicle variants to the S-Class sedan, the Pullman and the Cabriolet and the Mercedes-Maybach Vision 6 show car.

The Landaulet vehicles, whose trademark is the opening fabric roof in the rear, have a long tradition with the Stuttgart-based automobile manufacturer: Already the Benz 25/45 hp of 1910 belonged to this particular vehicle genre. Further famous examples of this exclusive species are the Mercedes-Benz 300 d Landaulet (from 1960), the Mercedes-Benz 600 Pullman Landaulet (from 1964) and the Maybach Landaulet (from 2008).

The history of the G-Class teems with superlatives and milestones. Since its inception in 1979, it has been the most far-reaching passenger car series in the history of Mercedes-Benz and the starter of all SUVs. The modifications to the iconic design and the driving characteristics of the G-Class have been all the more gentle and reduced since then. After all, this off-road vehicle has always been a bit different: uncompromising in its off-road qualities as well as in its luxurious equipment. Just a G. Thanks to its unmistakably distinctive shape and outstanding technology, the Mercedes-Benz off-road vehicle has acquired a cult status and is one of the most coveted off-roaders on the automotive market. With the new Mercedes-Maybach G 650 Landaulet, the off-road icon proves that the definition of unique luxury can be further enhanced. What's more, the cult vehicle under the SUVs is always reinventing itself, but it shows the potential of the off-road classic produced since 1979.



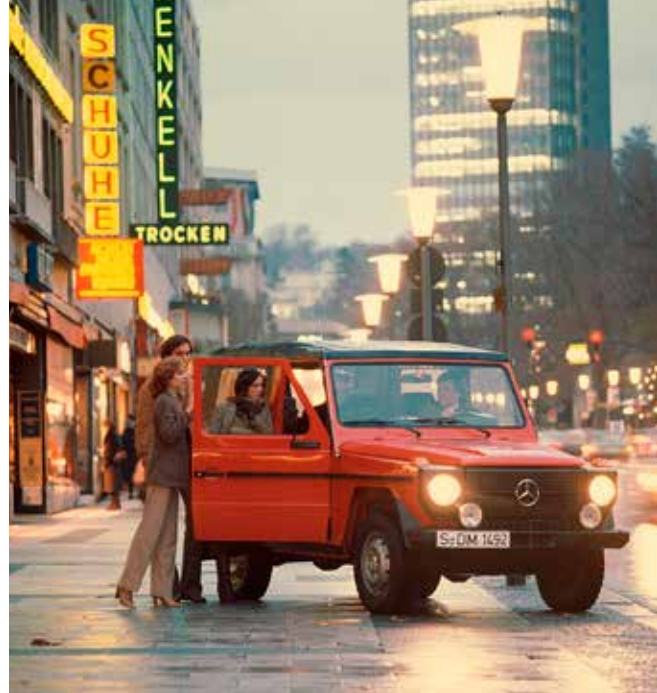
The endless history of this icon begins in 1972 with a cooperation agreement between Daimler-Benz and Steyr-Daimler-Puch in Graz, Austria. The concept of the partners does not include a pure off-road vehicle or a four-wheel drive car for the road. In the specification, reliability, robustness and virtually unlimited off-road capability are also available in heavy terrain combined with comfort and safety on the road.

The endless history of this icon began in 1972 with a cooperation agreement between Daimler-Benz and Steyr-Daimler-Puch in Graz, Austria. The partners' concept was neither a purely off-road vehicle nor an all-wheel-drive passenger car for the road. The required specifications called for reliability, robustness and an almost unlimited off-road capability even in the toughest of terrain, combined with comfort and safety on the road.

For this reason there were no compromises when it came to technology. This was to be a cross-country vehicle which did justice to the name, and that meant opting for 100-percent differential locks rather than the less sophisticated locking differentials fitted on other cross-country vehicles. Another special feature of the design was the development of an all-synchromesh transfer case which could be engaged while on the move. Likewise, drive to the front wheels could also be manually selected when the off-roader was being driven on the road – a considerable advantage on snow and ice.

The developers planned to keep to the frame and the body separate, as they ultimately wanted to offer the future G-Class in various body variants. For this reason, a sturdy ladder-type frame has always formed the backbone of the Mercedes-Benz off-road vehicle. In terms of design, the Mercedes-Benz designers consistently adhered to the requirements of an off-roader. Among other things, the body had to offer the driver a good overview, had to be narrow enough to negotiate forest roads and also had to embody the vehicle's unmistakable, strong character. The result was a clear, striking form which still makes this Mercedes-Benz off-roader an unmistakable sight today. Its hallmark features include straight lines, well-balanced surface proportions, short overhangs as well as square-cut wings, which allow a good view of the surface conditions and extremely precise driving.









The first model, made from wood, was presented within the company in 1973. The first prototype, a metal construction, was ready in September 1974. A 2.3-litre petrol engine served as the drive system. One year later, two further prototypes followed with short and long wheelbase. In 1975 the decision was also made to commence series production of the G-Class. At the same time it was agreed to construct a new plant in Graz, where the vehicle has been manufactured up to this day, mainly built by hand. For sales and construction of the vehicle, a joint company was created, the Geländefahrzeuggesellschaft mbH, in which Daimler-Benz and Steyr-Daimler-Puch each had a 50 percent share. In 1978, a first prototype specifically for the military was presented. It had a textile roof, a foldable windscreen and removable doors. At the time it was assumed that most vehicles would be equipped in such a manner. However, the majority of customers decided on the closed version, called "station wagon" in international jargon.

Production of today's G-Class started on 1 February 1979 in Graz. The complete drive system with engine, transmission, axles and steering came from Daimler-Benz, as did large pressed parts. Punched and small pressed parts, as well as the transfer case, were produced by Steyr-Daimler-Puch. At the market premiere in spring 1979, four engine variants with a power spectrum from 53 kW/72 hp to 110 kW/150 hp were available, which were offered as a cabriolet with a short wheelbase as well as a station wagon with a short or long wheelbase.



In the autumn of 1989, the G-model family gained new members. Alongside the revised original model with the internal model series abbreviation 460, which would from then on remain in service as a work horse, the 463 vehicles, as they were christened, extended the range. They provided technical highlights with permanent all-wheel drive, differential locks on the front and rear axle, which now came as standard, as well as a 100-percent lockable centre differential. In addition, ABS was available as an optional extra. The completely revised interior glowed with additional comfort as well as new seats, interior body trim panels, a centre console, a new dashboard and trim elements in fine wood. This began an evolution that saw not only the off-road vehicle continually adapt to technical advances, but also steadily expand its circle of potential customers and admirers, emphasising its character as an exclusive vehicle for every occasion. It's not only military of the most diverse countries who are among the G-Class's customers; the off-road vehicle also proves its talent in special-purpose civil variants with police, fire brigades and emergency services.



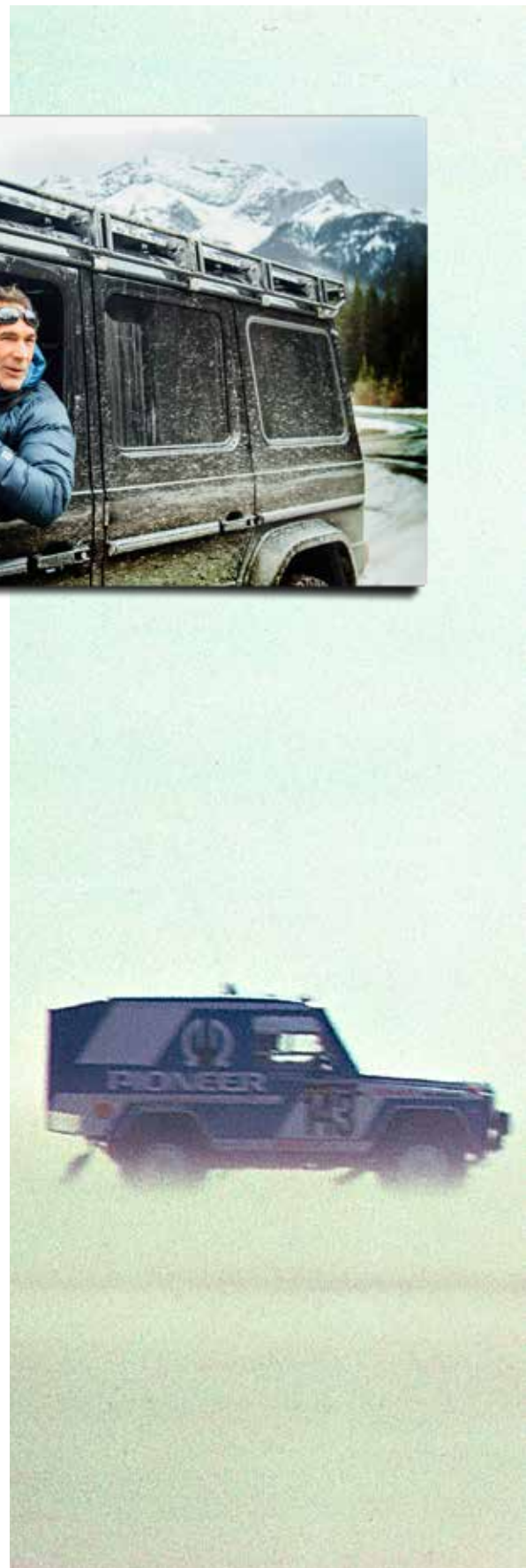


Even in extreme sporty situations the G-Class cuts quite the figure. Numerous trophies provide evidence of this. For example, in 1983 Jacky Ickx and Claude Brasseur took first place in the Paris-Dakar rally with a 280 GE. The converted van-type model used for the race had a short chassis and used a body which had been aerodynamically optimised in the wind tunnel and included aluminium components to help keep the vehicle weight low. In addition, the engineers boosted output of the 2.8-litre six-cylinder engine with mechanical fuel injection to 162 kW/220 hp. The G-Model went on to record further motor sports successes with Clay Regazzoni among the drivers at the wheel in the following years.

Mercedes-Benz has always put in a convincing performance in off-road competition: Rolf and Uwe Seitz were among the drivers who piloted the G-Model to one win after another in the German championship in the years from 1984 to 1992. Rolf Seitz and Heinrich Wangler also won the European trials title in 1988 and 1989 respectively.

Up until the present day, the G-Class is always part of spectacular expeditions that take it around the world. Extreme sportsman and adventurer Mike Horn is currently on a "Pole2Pole" expedition in the Mercedes-Benz G-Class. In a unique voyage of discovery, Horn aims to circumnavigate the earth – from Europe via Africa, Antarctica, Oceania, Asia, the Arctic and North America back again to Europe. As on his successful K2-expedition in 2015, the Mercedes-Benz brand ambassador will be relying on the legendary off-road vehicle bearing the Mercedes star. In addition, he will cover parts of the route with his sailing boat PANGAEA, on skis and by foot. Mike Horn has been closely connected to Mercedes-Benz since the PANGAEA Expedition from 2008 to 2012.

Horn embarked on his present expedition in May of last year in Monaco. From there he sailed to Namibia on his expedition boat PANGAEA. The expedition continued in the G-Class through the world's oldest desert, the Namib desert, on the Namibian coast. The route then passed through the Okavango delta in Botswana, the world's largest inland delta, and on to Cape Town in South Africa. From there PANGAEA took him to the Antarctic, which he crossed on skis. After this Mike Horn sailed across the Pacific through the islands of Oceania to Asia. Following a trip through Australia, he is now on his way to New Caledonia. Later on, the G-Class will once again await him in Papua New Guinea for an expedition through unspoilt equatorial forests. A further overland expedition with the legendary off-road vehicle will lead him through the tundra in Kamtschatka, before Horn sets off for the North Pole. The extreme athlete will cross the Arctic and then Greenland on skis and in a kayak. He will then sail back from the world's largest island to Monaco in the PANGAEA.









The G-Class models are known around the world as “Popemobiles” for Pope John Paul II. The off-road Mercedes-Benz 230 G painted in mother of pearl with a transparent special body accompanied Pope John Paul II on numerous journeys around the world. Mercedes-Benz first made the vehicle available to the Pope for his visit to Germany in late autumn, 1980 – initially as a loan. In 1982 another 230 GE followed that was almost identical in terms of the exterior. Powerful automatic climate control for the rear of the Popemobile ensured pleasant temperatures in sunshine in the Holy Father’s compartment, while the system prevented the windows from fogging up when there was rain and high humidity. In addition, various spotlights were built into the sides, floor and ceiling of dome, which could directly and indirectly illuminate the Pope to make him easily visible even in darkness.

In spring 1993, the long history of the G-Class witnessed one of many high points with the launch of the eight-cylinder 500 GE (177 kW/241 hp) in a small special-edition series of 500 units. In September 1993 the model designations of the off-road vehicles were changed over to the new nomenclature system adopted for Mercedes-Benz passenger car models; the “G” now preceded a three-figure number, and the suffixes “E” (denoting fuel injection) and “D” (for diesel) were dispensed with. At the same time the G-Model was officially named the G-Class.

Since September 2001 the G-Class has also featured trailblazing handling stability, traction and braking control systems. The all-wheel drive system of the G-Class was perfected by the introduction of the electronically controlled traction system 4ETS as standard. 4ETS improves traction when moving off and accelerating on slippery, i.e. wet or icy surfaces: if the wheel speed sensors detect that one or more wheels have lost their grip, they are automatically braked. This increases the power at the wheels with better traction. 4ETS also briefly reduces the engine torque. The Electronic Stability Program ESP® and Brake Assist (BAS) were also included in the standard equipment of the G-Class from autumn 2001.

A very special model enhanced by AMG was launched to mark the 25th anniversary of the G-Class – the G 55 AMG Kompressor. An eight-cylinder powerpack developing an output of 350 kW/476 hp and 700 newton metres of torque gave the robust off-roader an unprecedented performance, thereby demonstrating the enormous potential that resides in the Mercedes-Benz G-Class. Two years later the engineers at AMG uprated the “Power G” even further, raising output to 368 kW/500 hp.

In 2006, the off-road vehicle was given a new, ultra-modern diesel engine. The G 320 CDI, which is regarded as one of the best “Gs” of all times by many enthusiasts, has an output of 165 kW/224 hp and features a diesel particulate filter as standard. Its light-alloy V6-engine further increased driving pleasure with its smooth torque curve – both on and off the road.

In addition, on its 30th birthday in 2009, the G-Class was given new equipment features, which increased interior comfort and exclusivity in particular. The ergonomically optimised front seats now offered more support, while new designs and climatized seats made this veteran even more luxurious.

New AMG engines, a markedly expanded set of appointments, an even higher quality interior, careful exterior modifications and safety features such as DISTRONIC Plus as well as the parking aid PARKTRONIC ensured further enhancement of the off-roader in 2012.







A year later, Mercedes-Benz expanded the product portfolio with the G63 AMG 6x6: the three-axle off-road vehicle combines the “best of three worlds” with all the developments of the new G-Class generation, the robustness of heavy off-road vehicles as well as the superior engine technology from Mercedes AMG.

Those wishing to give their G-Class a particularly special character can make use of the designo manufaktur equipment line, available since 2015. Not only striking paint finishes, but also diverse equipment variants and fine leather upholstery with stylish top-stitching are now available.

Sales of the G-Class have increased continually since 2009. Thanks to the strong growth rates, the forefather of the SUV achieved a new sales record in 2016 with almost 20,000 units being sold within a year.

In 2017, the 300,000th G-Class rolled off the assembly line in Graz – a Mercedes-Benz G500 in designo Mauritius blue metallic with black leather seats and contrasting white stitching (combined fuel consumption: 12.3 l/100 km; combined CO2 emissions: 289 g/km). Equipped with an Off-Road package including black all-terrain tyres on 16-inch rims and a sturdy roof rack, the anniversary vehicle embarked on a new adventure in the summer. G-Class fans around the world determined the vehicle specifications by voting for their favourite specifications on the official G-Class Facebook page. You can also follow the future road trips of the 300,000th G-Class on social networks.



GENERAL CONDITIONS

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

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

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

DEFINITIONS OF THE WORDS AND EXPRESSIONS USED IN THE GENERAL CONDITIONS

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

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

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

CONDITION OF LOTS

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

AUCTIONS

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

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

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

ABSENTEE BIDS

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

INCIDENTS AFFECTING THE SALE

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

SALE

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

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

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

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

PAYMENT

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

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

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

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

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

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

SYMBOLS BESIDE LOT NUMBERS:

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

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

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

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

COLLECTORS CARS

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

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

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

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

EXPORTING LOTS

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

EXPORT LICENCE

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

COPYRIGHT

- Bonhams holds reproduction rights for its catalogue. No reproduction is authorised without the written authorisation of Bonhams.

- Bonhams has, in its capacity as a public sales auction, a waiver in respect of the reproduction of works of art in its sale catalogue, even if the right of reproduction is not within the public domain.

- Pursuant to the literary and artistic property law, the sale of a work does not imply transfer of the right of reproduction and representation of the work.

LAW AND JURISDICTIONAL COMPETENCE

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

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

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

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

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

ALGEMENE VOORWAARDEN

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

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

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

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

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

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

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

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

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

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

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

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

CONDITIE VAN DE KAVELS

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

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

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

VEILINGEN

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

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

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

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

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

de veilingmeester geldt als beslissend.

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

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

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

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

- Het bieden geschiedt geheel naar goeddunken van de veilingmeester.

BIEDEN BIJ AFWEZIGHEID

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

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

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

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

INCIDENTEN DIE DE VERKOOP BEÏNVLOEDEN

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

VERKOOP

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

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

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

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

BETALING

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

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

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

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

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

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

SYMBOLLEN NAAST DE KAVELNUMMERS:

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

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

AUTO'S VOOR VERZAMELAARS

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

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

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

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

KAVELS EXPORTEREN

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HONG KONG
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UNITED KINGDOM

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

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

**South East
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Truro
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TR1 2NR
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+44 1872 250 179 fax

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Devon
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+44 1564 776 151
+44 1564 778 069 fax

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Leeds
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+44 113 234 5755
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North West England

Chester
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Vicars Lane,
Chester,
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+44 1244 313 936
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Manchester
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Hale WA15 9TB
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Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

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

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

Germany - Munich
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Greece
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Ireland
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Dublin 2
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Italy - Milan
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milan@bonhams.com

Italy - Rome
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00187 Roma
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The Netherlands
De Lairessestraat 154
1075 HL Amsterdam
+31 (0) 20 67 09 701
amsterdam@bonhams.com

Portugal
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160. 1º
Belem
1400-031 Lisbon
+351 218 293 291
portugal@bonhams.com

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Teresa Ybarra
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barcelona@bonhams.com

Spain - Madrid
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28001 Madrid
+34 915 78 17 27
madrid@bonhams.com

Switzerland - Geneva
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+41 (0) 22 300 3160
geneva@bonhams.com

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zurich@bonhams.com

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Israel
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joslynnne.halibard@
bonhams.com

NORTH AMERICA

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+1 (415) 861 8951 fax

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Los Angeles
CA 90046
+1 (323) 850 7500
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California
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California
San Diego
Brooke Sivo
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sandiego@bonhams.com

Colorado
Julie Segraves
+1 (720) 355 3737
colorado@bonhams.com

Florida
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Georgia
Mary Moore Bethea
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Illinois
Ricki Blumberg Harris
+1 (773) 267 3300
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Massachusetts
Amy Corcoran
+1 (617) 742 0909
boston@bonhams.com

Nevada
David Daniel
+1 (775) 831 0330
nevada@bonhams.com

New Jersey
Alan Fausel
+1 (973) 997 9954
newjersey@bonhams.com

New Mexico
Michael Bartlett
+1 (505) 820 0701
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Oregon
Sheryl Acheson
+1(503) 312 6023
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Pennsylvania
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Virginia
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Washington
Heather O'Mahony
+1 (206) 218 5011
seattle@bonhams.com

Washington DC
Gertraud Hechl
+1 (540) 454 2437
washingtonDC
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CANADA

Toronto, Ontario ●
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Toronto ON
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hans.schede@
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Italy
Gregor Wenner
Tel: +39 049 651305
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Tel: +45 4051 4799
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The Netherlands
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Fax: +1 323 850 5843
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Tel: +1 917 340 4657
evan.ide@
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Tim Parker
+1 651 235 2776
tim.parker@
bonhams.com

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2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227

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Australia
Merryn Schriever
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
+61 2 9475 4110 fax
merryn.schriever@
bonhams.com

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
jlk@talktalk.net

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
ryo.wakabayashi@
bonhams.com

Hong Kong
Edward Wilkinson
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
edward.wilkinson@
bonhams.com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
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Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

Credit and Debit Card Payments

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

Notice to Bidders.

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

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

Please note that all telephone calls are recorded.

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, TAX AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature:	Date:

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

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

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

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





EB 1793

Bonhams

4, rue de la Paix
F-75002 Paris

+33 (0) 1 42 61 10 11



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