

Bonhams



THE ZOUTE SALE®

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | October 11, 2020



LOT 22

Ferrari Classiche certified

1963 FERRARI 250 GT LUSSO BERLINETTA





As Head of the European Motor Car Department for Bonhams it gives me very great pleasure to return to Knokke Le Zoute for the eighth 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 the mayor, the town of Knokke-Heist and all of its officials and naturally the organisers of Zoute Grand Prix.

We have sourced an exciting and varied selection of collectors' cars and a few 'monkey bikes' for clients of all ages, with a particularly strong accent on quality rather than quantity and with a number lots offered without reserve allowing buyers not vendors to determine the current market correct values. 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 for 2020 the sale will be held in a private domain based around a 14th century farm in Knokke-Heist, a spectacular venue to discover for those still unfamiliar with it.

In our commitment to holding this 2020 sale in these restrictive sanitary conditions here in Belgium's most prestigious seaside resort, we very much wish to make a statement of our belief in the success of the 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. Please observe the strict auction viewing and registration process as described in the catalogue prelims so as to avoid disappointment and make your visit a memorable one.

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

CWART – Kalfstraat 42, B-8300 Knokke-Heist, Belgium | Sunday 11 October 2020, 2pm
CWART – Kalfstraat 42, B-8300 Knokke-Heist, België | zondag 11 oktober 2020, 14.00 uur

UNDER THE JURISDICTION OF

Me Alex Dockers
Baillif in Waregem

BONHAMS 1793 LTD

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

CWART
Kalfstraat 42,
B-8300 Knokke-Heist
Belgium

VIEWING

Friday 9 October
11am to 6pm
(By appointment only)
Saturday 10 October
11am to 6pm
(By appointment only)
Sunday 11 October
from 9am to 12pm
(By appointment only)

AUCTION DATE AND START TIMES

Sunday 11 October 2020, 2pm

CONTACT DURING THE SALE PERIOD

+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. Lots offered by a company liable to VAT will be marked with (†).

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: 26108

ONDER JURISDICTIE VAN

Me Alex Dockers
Gerechtsdeurwaarder in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101
1040 Brussel
België
Bedrijfsregistratienummer België
841074627

CWART
Kalfstraat 42,
B-8300 Knokke-Heist
België

BEZICHTIGING

vrijdag 9 oktober
van 11.00 uur tot 18.00 uur
(Enkel op afspraak)
zaterdag 10 oktober
van 11.00 uur tot 18.00 uur
(Enkel op afspraak)
zondag 11 oktober
van 09.00 uur tot 12.00 uur
(Enkel op afspraak)

VEILINGDATUM & AANVANGSTIJD

zondag 11 oktober 2020, 14.00 uur

CONTACTGEGEVENS TIJDENS DE VEILING

+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. Kavels aangeboden door een bedrijf waarop btw verschuldigd is, zal worden aangeduid met een (†).

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.

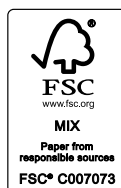
CATALOGUS

€50 + verzendingskosten

VERKOOPNUMMER: 26108

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



Notice: Collections, transport & storage

Purchases will only be released when cleared funds are received.

All vehicles must be collected from the sale venue on the evening of the day of the sale, after the payment of funds.

Otherwise all vehicles will be removed to a temporary storage facility close to the sale venue by the logistics company Exclutrans 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 **Exclutrans**.

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 CWARE

€185 + VAT per motor car

STORAGE CHARGES

First 14 days

€35 + VAT per motor car per day

TRANSPORT CONTACT

Exclutrans

Theo Van den Eeckhout

Koekoeklaan 43

9991 Maldegem,

Belgium

+32 473 98 26 02

theo@exclutrans.com

CUSTOMS

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

CARS Europe

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 op de avond van de dag van verkoop, na betaling.

De overige voertuigen zullen voor uw rekening en op uw risico door het logistieke bedrijf Exclutrans 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 bieders 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 **Exclutrans**.

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 ongen hebben wanneer zij deze afhalen.

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF CWARE:

€185 + BTW per motorvoertuig

OPSLAGKOSTEN

Eerste 14 dagen

€35 + BTW per motorvoertuig per dag

TRANSPORT CONTACT

Exclutrans

Theo Van den Eeckhout

Koekoeklaan 43

9991 Maldegem,

België

+32 473 98 26 02

theo@exclutrans.com

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.

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

Regent Street Branch
250 Regent Street, London W1B 3PB

National Westminster Bank PLC
Regent Street Branch
250 Regent Street, London W1B 3PB
Acc. name: Bonhams 1793 Ltd - Client account
Currency: EUR
Account no.: 550 / 02 / 28613430
IBAN: GB13 NWBK 6072 1128 6134 30
SWIFT/BIC: NWBK GB2L

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 (Visa or Mastercard) or debit card at the sale, payments to a maximum of €5,000. 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.

Lots offered by a company liable to VAT will be marked with (†).

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 Sunday 11 October 2020 to Monday 12 October 2020 12pm. 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

Regent Street Branch
250 Regent Street, London W1B 3PB

National Westminster Bank PLC
Regent Street Branch
250 Regent Street, London W1B 3PB
Acc. name: Bonhams 1793 Ltd - Client account
Currency: EUR
Account no.: 550 / 02 / 28613430
IBAN: GB13 NWBK 6072 1128 6134 30
SWIFT/BIC: NWBK GB2L

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 op de veiling met een maximum van €5,000. Contante betalingen worden geaccepteerd tot maximaal €3,000.

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.

Kavels aangeboden door een bedrijf waarop btw verschuldigd is, zal worden aangeduid met een (†).

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 zondag 11 oktober tot maandag 12 oktober 12.00 uur. Daarna moet het afhalen van alle voertuigen worden geregeld met onze transport vertegenwoordigers.

Afhalingen, transport en opslag

zie Kennisgeving: Afhalen, transport en opslag.

Schade

Iedere kijker die een kavel beschadigt wordt wettelijk aansprakelijk gesteld.

Your contacts for this Sale

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ACKNOWLEDGEMENTS

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

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Sophie Braems
Dimitri Coenen
Orelie Gunst
Antony Forshaw - Aston Martin Dorset
David Hawtin
Mike Lang – Pylon One
Marcel Massini
Richard Poncin
Erik Tuytens
Theo Van den Eeckhout - Exclutrans

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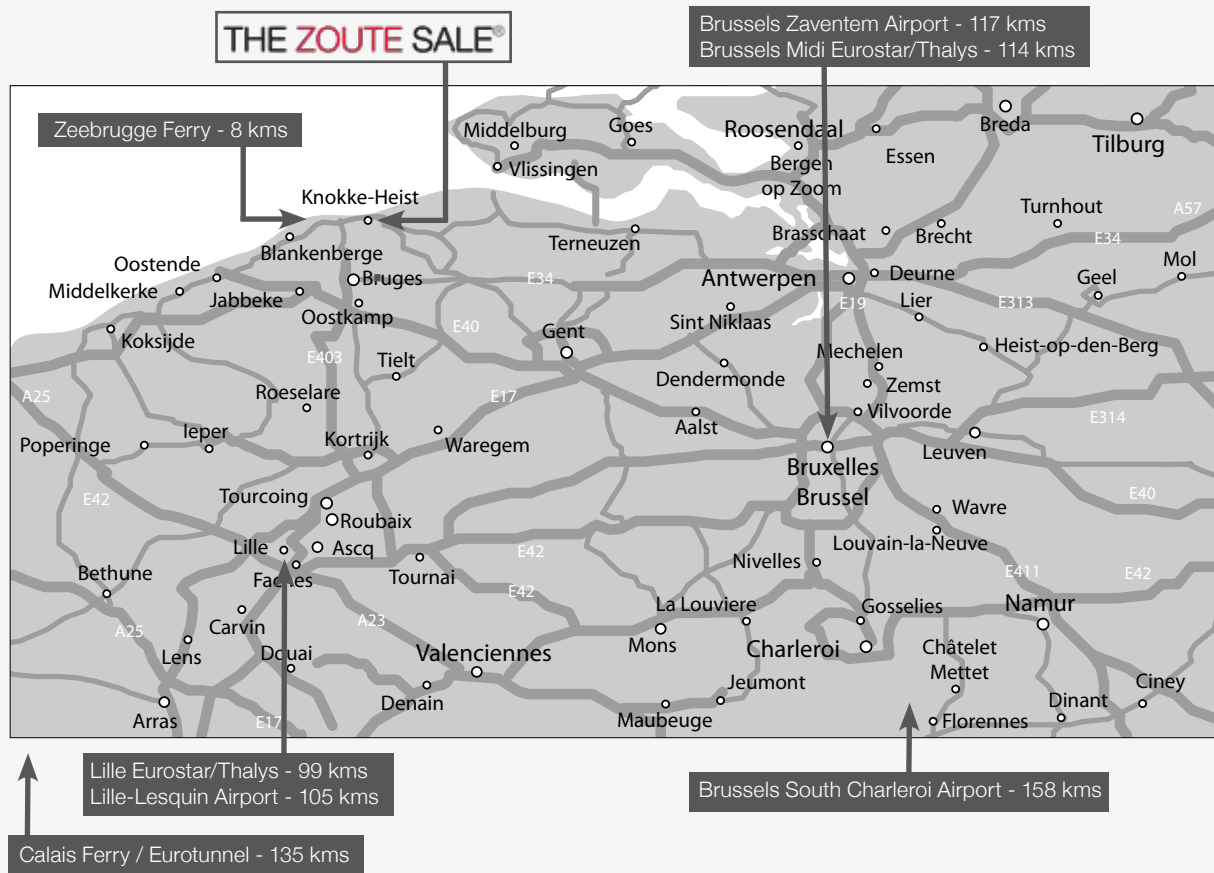
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Directions to Knokke le Zoute, Belgium



The Zoute Sale



CWART
Kalfstraat 42
B-8300 Knokke-Heist
Belgium

Motor Cars

Lots 1 - 36

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



LOT 10

Le Mans 24 Hours participant 1960

1957 AC BRISTOL ROADSTER

SEALED BID AUCTION (Lots 1 to 5)



1

1975 HONDA Z50J 'MONKEY BIKE'

Frame no. Z50J 1122064

Engine no. Z50J 1172851

Sold new in Japan, this highly original Honda Monkey has a delightful patina and is believed to be un-restored showing a recorded mileage of 7580 kilometres. The first monkey model in row with rear and front suspension.

€3,000 - 4,000

No Reserve



2

1999 HONDA Z50J GORILLA LIMITED ED. SPRING COLLECTION

Frame no. Z50J 2600994

Engine no. Z50J 2300979

A collector's item, this Z50J Gorilla Limited Edition Spring Collection is one of only 3,500 built in 1999 for the Japanese market only. Described by the vendor as in very good original condition showing some 3771 kilometres from new, the machine comes with Belgian registration documents and is 'on the button', ready to go.

€6,000 - 7,500

No Reserve



3

1986 SUZUKI RB50 GAG MINIBIKE

Frame no. LA41A 106650

Engine no. 106627

This rare Japanese Minibike is presented in lovely original and excellent condition showing some 2283 kilometres from new, it is 'on the button' and ready to use.

€5,000 - 6,000

No Reserve



4

1975 HONDA ST50 'WHITE LADY' DAX 72CC

Frame no. ST50-669297

Engine no. ST70E-105428

Presented in excellent condition following a professional restoration, this White Lady Dax with flower saddle is 'on the button' and ready to use. The machine is offered with Belgian registration papers. These older Belgian Dax is quite rare now and very collectable.

€6,000 - 7,500

No Reserve



5

1991 HONDA Z50J BAJA LIMITED EDITION

Frame no. Z50J-1701814

Engine no. Z50JE-1701858

Inspired by Honda's legendary Africa Twin adventure bike, this rare and collectible Honda Baja Limited Edition Monkey Bike is one of only 3,000 built in 1991 for the Japanese market only. A first-series Baja showing some 3125 kilometres from new, the machine comes with Belgian registration papers and is 'on the button', ready to go.

€6,500 - 7,500

No Reserve



1963 FIAT 500 JOLLY BEACH CAR

Coachwork by Carrozzeria Ghia

Chassis no. 273192

- *Original Ghia built Jolly with FIAT certification*
- *Single family ownership from new until 2017*
- *Matching numbers example*
- *Italian registration*
- *Fresh from a concours-standard professional restoration*
- *Well-documented*



Ghia's stylish Jolly beach car, a concept as redolent of La Dolce Vita Italy as the immortal Vespa scooter. This novel and quintessentially Italian idea transformed humble saloons such as FIAT's 500 and 600 from basic transport into conspicuous indicators of wealth. A 'beach buggy' before that genre was popularised by scores of Volkswagen-based specials, the Jolly found favour as courtesy transport for patrons of luxury hotels or for use ashore after one had docked one's yacht on the Italian of French Riviera. Lacking doors and equipped with wickerwork seats, the Jolly was only practical as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun'.

This is an original Jolly beach car, as confirmed by the original Italian registration papers, FIAT certification and Registro FIAT Italiano on file, both of which show that the Jolly was built in period by Carrozzeria Ghia. It is one of only a handful based on the Economica model. The car was purchased directly from the FIAT factory in 1963 as a gift for Mrs Klier Mariannein by her husband in celebration of their daughter's birth, and remained in the same family until its restoration started in 2017.

This is a very special little car, having just come out of a two-year full restoration by classic Porsche specialists Classic Fabrications of Honiton, Devon, and is presented today in concours condition. The car has only one registered keeper and has covered only some 63,000 kilometres from new. It has all the Italian authenticity documentation and has matching chassis and engine numbers. A full photographic record of the restoration is available.

The rarest variant, this Jolly is finished in its original colour of Avorio Chiaro with new wicker seats and factory floor mats, complimented by a navy blue and white striped Surrey top, and is utterly charming in its understated original colour combination. A very rare opportunity to purchase a genuine Jolly beach car in outstanding condition and ready to be enjoyed by its new owner.

€80,000 - 120,000

No Reserve



7

'Kundenwunsch'-ordered

**1966 MERCEDES-BENZ 230 SL
'PAGODA' ZF 5-SPEED WITH HARDTOP**

Chassis no. 113-042-10-017125

Engine no. 127.981-10-013218

- European delivery example
- Matching numbers and colours
- ZF five-speed manual transmission
- Special bespoke factory-trimmed interior
- Extensive professional recent restoration



The car offered here is a stunning example of the 230 SL, a landmark model that founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190 SL, the 230 SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220 SE and producing 150bhp. An instant classic, the body design was entirely new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes, and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 193km/h.

The 230 SL even managed a debut competition victory, as Sporting Motorist noted: "Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230 SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory."





Christened 'Pagoda' after their distinctive cabin shape - devised by French automotive 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.

Mercedes built around 49,000 Pagodas of all types (230 SL/250 SL/280 SL) of which only 820 were equipped with the desirable ZF five-speed manual transmission like this example, which also has the optional 'longer' final drive ratio. This car is also one of only 50 Pagodas to go through Mercedes' Kundenwunsch (Customer) Division and thus has a second data card recording the fact that it has a bespoke interior. The first data card was issued on 25th May 1966 and the second on 18th July 1966. A much sought-after European model, this car was delivered to its first owner in Saarbrücken, Germany directly from the factory of Mercedes' coachbuilding subsidiary, Sindelfingen.

The original colour scheme was Silbergrau (silver-grey) metallic for the body, hardtop, and hubcaps; Cognac for the seats, door trim, dashboard, and steering wheel; dark brown/dark grey for various interior finishes; and black for the fabric soft-top. A rare combination; the slightly lighter and more sporty 230 variant with a 5-speed ZF-gearbox.

Between 2016 and 2018 this 230 SL 5-speed was completely and professionally restored in Belgium, since when it has covered only 2,500 shakedown kilometres. The restoration bill is on file and the car also comes with Belgian registration papers and hardtop. Enchanting to look at and immensely pleasurable to drive, this very special one-of-a-kind Pagoda is worthy of the closest inspection.

€100,000 - 150,000



8

Concours condition

1956 AUSTIN-HEALEY 100/4 BN2 ROADSTER TO 100M SPECIFICATION

Chassis no. BN2/L/231401

Engine no. 1B/231401-M

- Listed in the 100M Registry as a post-production Le Mans 'dealer conversion'
- European delivery
- Original colour scheme
- Matching numbers
- Restored with no expense spared 2015-2017
- Mille Miglia eligible



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 a distributor with an alternative ignition advance curve. With the kit installed power increased from the standard 90bhp to 100 horsepower.

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. A matching-numbers example, the car was delivered new to Düsseldorf, Germany and like many Healeys was possibly ordered new by an American soldier who took the car with him to the USA after service in Europe, a conclusion supported by the presence of an MPH speedometer on the Certificate. The car changed hands in 1986, bought by Mr Walter Halliday of Seattle (see Certificate of Title, copy on file).

In 2014 the Healey was imported into the Netherlands where it underwent a full body-off restoration in 2015-2017 with no expense spared. The chassis was sand-blasted and coated, and the car repainted in its original colour scheme (as confirmed by the accompanying BMIHT Certificate) of two-tone Healey Blue over Old English White with blue interior and matching hood. The rebuild also included a conversion to factory-correct 100M specification, as would have been done by dealers in period. Gary Anderson and Roger Moment's Healey Restoration Guide (copy available) was used to ensure correctness, and the rebuild is very well documented with a detailed summary of works carried out, including the 100M conversion, and numerous illustrative photographs.

Associated invoices are on file for work carried out and parts supplied, including marque specialist Dennis Welch's bill for the 100M carburetors and Le Mans parts. Additional documentation includes the 100 M 'Le Mans' Registry Certificate of Membership, a FIVA Passport, a valuation report, and Netherlands registration papers, and the car also comes complete with tools, jack, and the side windows with their pockets

The original four-cylinder '100' is widely regarded as one of the most enjoyable Healeys to drive, even more so when fitted with the desirable 100M 'Le Mans' upgrades. We can confirm that this lovely example is indeed an absolute joy to drive: very torquey and responsive to the throttle. A Bonhams specialist has had the pleasure of testing it over a short distance and was overwhelmed by its handling and performance.

In short: this is a beautiful Mille Miglia-eligible Austin-Healey 100 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, suitable rally or concours d'élégance event.

€90,000 - 140,000
No Reserve



Ordered new by King Baudouin of Belgium

1955 ASTON MARTIN DB2/4 3.0-LITRE SPORTS SALOON

Chassis no. LML/785
Engine no. VB6J/236

- *Restored between 2001 and 2008*
- *Present ownership since 2011*
- *Major service in 2019*
- *'On the button' and ready to use*



King Baudouin and his brother, the future King Albert II of Belgium, setting off from the hotel Baur-au-Lac in Zürich

[illegible]



"The Aston Martin DB2/4 is an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations." - *Autocar*, 2nd October 1953.

With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. By modifying the rear of the chassis and reducing the fuel tank capacity from 19 to 17 gallons, Aston's engineers liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

"This transformation gives the Aston Martin DB2/4 an unrivalled luggage-carrying capacity in a car which should be capable in favourable circumstances of achieving two miles a minute," reported *The Motor*. "The DB2/4 can truthfully claim to be the fastest car in the world capable of carrying two people with a month's luggage."

In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. Bodies were supplied by Mulliners of Birmingham until the advent of the MkII version in October 1955, when Tickford - recently acquired by Aston Martin's owner, David Brown - took over.





Designed at Lagonda by Willy Watson, under the supervision of W O Bentley, the 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The DB2/4's top speed was now 118mph with 60mph reachable in around 11 seconds, making it one of the fastest British-built cars of the day. In total, 565 of all types had been produced by the time the MkII version arrived in October 1955

The DB2/4 we offer was supplied new in February 1955 to His Majesty King Baudouin of Belgium. Copy build details on file record that the car was delivered via Mannes, the Aston Martin concessionaire in Belgium, and originally was finished in Imperial Crimson with beige Connolly hide upholstery.

Accompanying photographs depict King Baudouin with his brother, the future King Albert II, and it is interesting to note the French diplomatic plates; it seems that all members of the Belgian royal family used these and that their cars were always delivered to the Paris embassy, possibly for security reasons.

Completely restored to original specification between 2001 and 2008, 'LML/785' was purchased by the current owner at Bonhams' Paris sale in February 2011 (Lot 324), since when the car has been maintained within his private collection, seeing relatively little use. In May 2019 the Aston was treated to a major service at Esdar Klassische Fahrzeuge in Bielefeld, Germany, which also included overhauling the braking system and fitted new tyres (bill on file). In October 2019 the car was driven from Frankfurt to the Zoute concours and back again, covering some 1,000 kilometres without missing a beat. 'On the button' and ready to use, this historic Aston Martin DB2/4 is offered with German registration papers and the aforementioned records.

€250,000 - 300,000





10

Le Mans 24 Hours participant 1960

1957 AC ACE-BRISTOL ROADSTER

Chassis no. BEX365

- *A landmark sports car in its most desirable Bristol-engined specification*
- *In-period competition history, eligible for Le Mans Classic and other prestigious events*
- *Well documented ownership history and in current private hands for 20 years*
- *Extensive professional restoration in 2015*
- *Delivered new to and always registered in France*





"Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours." - AC Heritage, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign.





Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s.

Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to greatly increased engine life.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a 1st-in-class and 7th overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.

Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed. Only 223 cars were delivered with the 2.0-litre AC engine compared with 463 Bristol-engined cars and a further 37 Ford-powered examples.







The left-hand drive AC Ace-Bristol offered here, chassis number 'BEX365', was manufactured on 30th October 1957 and left the factory finished in silver/blue livery. The Ace participated in several French rallies in period including Beaujolais, Dieppe, and Touraine-Normandie, and also contested the Le Mans 24-Hour race in 1960 driven by Messrs Jean Rambaux and Pierre Boutin.

Registered '1445 ER 76' and carrying competitor number '57', the Ace retired in the 14th hour due to engine failure having completed 130 laps (1,750km). Although it no longer has the original engine now fitted with 100D 784 ST2, this car retains all of the original Le Mans modifications to the body and chassis: quick-filler fuel cap, special split windscreen, additional lighting, and the aerodynamic top cover for the front grille.

A document on file records seven subsequent owners including the current vendor, a member of the AC Owners Club France, who acquired the Ace in 2000. Since then the car has been regularly maintained by Auto Techno Sports of Le Mans. Related invoices are on file, including one for an extensive restoration carried out in 2015 at a cost of €20,027.

As one would expect, this well maintained Ace performs impeccably. In 1990, while registered '9802 JR 94', 'BEX 365' featured in Auto Retro magazine (May edition) in an article about the AC company and the Ace (copy available). In addition the AC comes with side screens, a made to measure soft top and the original wheels as it's currently fitted with much lighter alloy wheels.

A classic of sports car design in its most desirable form, with the powerful Bristol engine, this extensively campaigned and well documented AC Ace, a former 24H Le Mans entrant is worthy of the closest inspection.

€400,000 - 500,000





11 †

Less than 1,500 kms from new

2019 PORSCHE 991.2 SPEEDSTER

Chassis no. WP0ZZZ99ZKS170870

- *Limited run swansong for the 991-generation sporting 6-speed manual transmission*
- *510hp, 4.0-litre, 0-100 in 4 sec and top speed of 310km/h*
- *Delivered new to Belgium and never registered*
- *Circa 1,500 kilometres from new*
- *All books and tools*





"The 2019 Porsche 911 Speedster is a blessed final gasp for the 991.2-Generation 911. An improved engine, sublime ride, and manual transmission are a hell of a way to say goodbye." – Car & Driver.

Somewhat confusingly, the seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third all-new platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Its development overseen by Porsche's Chief Designer, Michael Mauer, the Type 991 represented a logical progression from the Type 997 and was slightly larger than its immediate predecessor while retaining the classic 911 look. The most important chassis change was to the wheelbase, which increased in length by 100mm, while a new transaxle enabled the rear wheels to be relocated 76mm rearwards relative to the engine, improving both weight distribution and cornering performance. Transmission options comprised six-speed or seven-speed manual gearboxes, with Porsche's dual-clutch (PDK) shift optional on the latter.

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

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





As part of its 70th anniversary celebrations, Porsche presented a Type 991.2 Speedster concept at the 2018 Paris Motor Show. The production Speedster was unveiled at the New York Auto Show in April 2019 with deliveries commencing in May of that year, and is historically significant as the final model of the 991 family to be built. Referencing the year of Porsche's establishment as a motor manufacturer, only 1,948 were built. Needless to say, Porsche had no trouble selling every single one. The last car off the Zuffenhausen production line was auctioned for charity in April 2020.

Described by Car & Driver as "a convertible GT3", the 991.2 Speedster uses (basically) the chassis of the GT3 and the bodyshell of the Carrera 4 Cabriolet. It is powered by the GT3 RS's 4.0-litre normally aspirated flat-six engine producing 503bhp, which is coupled to a six-speed manual transmission as found in the 911 R. "Essentially it's a very limited run swansong for the 991 generation Porsche 911," declared Autocar. "A sort of 'greatest hits' version, it pulls together some of the tastiest components from the some of the already excellent GT models and packages them up in one send-off special that's topped off with some wind-in-the-hair thrills that only versions wearing the Speedster badge can deliver."



As one would expect, the 991.2 version has the modern Speedster's characteristic pair of 'camel hump' cowlings behind the seats among many other special features. These include the carbon fibre front wings and bonnet from the 911 R, while carbon fibre is also used for the hood cover, which sits behind the front seats when not in use. A GT3 bumper is used at the rear while the frontal lower spoiler and air intakes are unique to the Speedster. Other highlights include a leather interior with perforated seats, red-tinted daytime running lights, stone guards, a titanium exhaust system, and carbon-ceramic brakes as standard.

Delivered new to Belgium but never registered, this Speedster has covered a mere 1,500 kilometres in the hands of its sole owner and is presented in effectively 'as new' condition. Attractively finished in the sober and elegant colour scheme of grey metallic with red-accented black leather interior.

The car was delivered with numerous desirable options including the following:

- Cruise control
- Front end lift up
- Two-zone air conditioning
- Baggage net on passenger side
- Design Light Package
- Decorative red stitching
- Rear parking camera
- Bose surround sound audio system
- Full leather interior with contrasting red stitching
- Porsche communications management including online navigation
- Automatic dimming on interior and external mirrors with integrated rain sensor
- Sport Chrono Package
- LED headlights
- Safety belts in Guards Red

Offered with all books and tools, this last-of-the-line Speedster represents a wonderful opportunity to acquire one of the rarest, most exciting and sought-after Porsches of modern times. Given the constraints imposed by increasingly stringent emissions legislation, future Porsches will almost certainly all be turbocharged and have automatic transmission, making the Type 991.2 Speedster one of the last – possibly the last – truly 'analogue' 911.

Please be advised that this lot will be subject to VAT.

€270,000 - 350,000



12

Offered with a 2020 Mille Miglia participation ticket

1931 FIAT TIPO 514 CA 'COPPA DEL ALPI' COMPETITION ROADSTER

Chassis no. 224393

Engine no. 125071

- *Rare, limited edition, competition model*
- *Vintage-style, fresh-air motoring*
- *Entered and accepted in the 2020 Mille Miglia, (22-25th October)*
- *Mille Miglia participant 2006, 2010, 2014, 2015, 2017 with desirable early start number*
- *Comes with Registro 1000 Miglia*





The FIAT 'Coppa del Alpi' during the 2017 Mille Miglia

Although FIAT would turn its back on motor racing in the early 1930s, concentrating instead on the expansion of its road car range, in the late 1920s the Milanese manufacturer was still in the business of producing sporting cars for sale to its more enthusiastic customers. Its most successful design of the decade had been the Tipo 509, a model that dominated the Italian small-car market.

FIAT's smallest-ever car when announced in October 1924 at the Paris Salon, the 509 was in essence a scaled down version of its larger siblings and thus not as small as many rival designs. It was however, exceptionally well specified, having an overhead-camshaft engine, 12-volt electrics and four-wheel brakes, advanced features not usually found on 'economy class' cars of the period. The 990cc four-cylinder engine produced 20bhp and drove via a four-speed gearbox, while the robustly built chassis featured semi-elliptic springing all round and torque tube transmission to the live rear axle.

The 509's Tipo 514 replacement, introduced in 1929, used a simpler and more powerful 1.5-litre sidevalve engine. Mechanically, the 514 was entirely conventional by the standards of the day, just like its 509 predecessor, boasting semi-elliptic springing all round, a four-speed gearbox, and four-wheel mechanical brakes, the adoption of hydraulic brakes part way through production being the most important technological development.

Alongside the standard model FIAT introduced a trio of sporting roadsters: the 514 S, 514 MM and 514 CA, 'MM' signifying Mille Miglia and 'CA' Coppa del Alpi (Alpine Cup). The 514 S and 514 CA used the standard-length (2,555mm) wheelbase chassis while the MM used the longer (2,770mm) frame shared with the 514 van, which enabled the fitting of more generously proportioned coachwork. All used engines tuned for greater horsepower, the 514 S having a 34.5bhp unit while both the MM and CA came with 37bhp on tap. Top speed of these faster models was in the region of 112km/h. Production of the Tipo 514 ended in 1932 after 36,970 of all types had been built.





This Tipo 514 Coppa del Alpi has been extensively restored, most likely in Italy, and is in generally very good condition and said to drive very well. In recent years this car has been a regular participant in the Mille Miglia Storica, taking part on five consecutive occasions between 2006 and 2010, plus 2014, 2015, and 2017. The '75' competitor number is from the 2017 event, indeed, a desirable early start number in the Mille Miglia.

This car also has an entry in the forthcoming 2020 Mille Miglia, offered with the car, enabling the fortunate purchaser to take part in what is one of the most prestigious events on the historic motoring calendar. Indeed, there can be few more affordable ways of participating in the Mille Miglia in an open pre-war sports car. Benefiting from a desirable early start number, the car is listed in the Registro 1000 Miglia, comes with an Italian Carta di Circolazione and all the necessary Mille Miglia and FIA/ACI paperwork. Purchase in Zoute and drive the Mille Miglia two weeks later.

€250,000 - 350,000

13
NO LOT





14

**1958 BMW 503 3.2-LITRE
SERIES II CABRIOLET**

Chassis no. 69264

- *One of only 138 produced*
- *Collectible V8-engined BMW cabriolet*
- *Professionally restored in 2002 by Veteranen Laden*
- *Registered in Germany*





"It was evident that the factory had yet another classic in its own time as they had with the 328 two decades earlier. The wholly individual coupé or convertible was a true follower of the 328 traditions... one of the very few non-Italian body designs to be assured of classic status from the 'fifties..." - Sloniger and Von Fersen on the BMW 503, German High Performance Cars, 1894-1965.

At the end of WW2, BMW was in a much worse state than Mercedes-Benz in Stuttgart because one of its major plants – the old Dixi works at Eisenach in Saxony - was within the Russian Zone and would soon be cut off from the West behind the 'Iron Curtain'. Nevertheless, manufacture of what would later be called 'EMW' cars recommenced at Eisenach under Russian control almost as soon as hostilities ceased. BMW's Munich factory though, had been badly damaged by Allied bombing and for the next few years a much-reduced workforce struggled on producing household utensils, agricultural machinery, bicycles and railway brake sets. It would be 1948 before deliveries of BMW motorcycles restarted and another four years before the first true BMW car of the post-war era emerged.

BMW recommenced car production in 1952 with the introduction of the 501-luxury saloon, a strange choice for an impoverished country still recovering from the ravages of war. The 501 had been announced in 1951 and first appeared with a development of the company's pre-war six-cylinder engine before gaining a much-needed performance boost, in the form of a 2.6-litre V8, in 1954. Designed by Alfred Böning, this new power unit had been inspired by American V8s but was constructed of aluminium alloy rather than cast iron. Towards the end of 1955 a 3.2-litre version was introduced and the big saloon's model designation changed to '502'.

Clearly, this new state-of-the-art V8 had considerable potential as a sports car engine. Sales Director Hanns Grewenig had been pressing for a V8-engined sports car for some time but it was not until Mercedes-Benz introduced the 300SL that the project was given the green light. BMW was encouraged by Austrian-born entrepreneur Max Hoffman, at that time the US importer of various European makes, who knew just the man to style the car: Count Albrecht von Goertz, an independent industrial designer who had worked for the legendary Raymond Loewy on the latter's trend-setting Studebakers. Designer of everything from fountain pens to furniture, Goertz had never before styled an entire car and would not work for BMW again until the 1980s, by which time he had produced another classic automobile: the Datsun 240Z.







Goertz was commissioned to produce two different designs, both of which debuted in prototype form at the Frankfurt Auto Show towards the end of 1955. The more conservative of the two – the 503 – retained the 502 saloon's 2,834mm wheelbase chassis, suspension and centrally mounted, column-change gearbox, while the 507 was built on a much shorter wheelbase, which necessitated attaching the gearbox directly to the engine.

The Series II 503 - introduced in 1957 - used the 507-type engine/transmission arrangement complete with floor-mounted change. As installed in the alloy-bodied 503, the 3.2-litre V8 produced 140bhp, which was good enough for a top speed of 190km/h. With its long bonnet, 2+2 seating and generously sized boot, the 503 looked every inch the elegant Grande Routière. Even Pinin Farina was impressed, declaring it to be the most beautiful car in the show. Had the 507 not debuted at the same time, it would no doubt have also been the most memorable.

BMW high-performance, V8-engined cars of the 1950s attracted a small but discerning clientele, including some very well known names from the motor sporting world. Expensive and exclusive, the 503 was built both as a closed coupé and a convertible, only 206 of the former and 138 of the latter being delivered between 1956 and 1960.

Chassis number '69264' was fully restored to concours standard in 2002 by Veteranen Laden of Oberhausen, Germany, whose plaque is fixed to the car, and still presents in excellent condition today. Accompanying documentation consists of restoration photographs, sundry minor bills, and old/current German registration papers.

€350,000 - 450,000



15

1958 FERRARI 250 GT SERIES I COUPÉ

Coachwork by Pininfarina

Chassis no. 1201GT

Engine no. 1201GT

- *Ferrari Classiche certified*
- *Matching numbers*
- *Professionally restored to a high standard*





By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin and Touring of Milan were responsible for bodying many of these but there was no attempt at standardisation for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built.

Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

True series production began with the arrival of Pininfarina's 'notchback' Coupé on the 250 GT chassis, some 353 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250 GT chassis.





A number of important developments occurred during 250 GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports. More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250 GT is a landmark model of immense historical significance. Despite this, original survivors are relatively few, as many have been modified and converted into replicas of more exotic Ferraris such as the 250 GTO, Testarossa, etc.

According to the accompanying Massini Report, chassis number '1201GT' was delivered to the United States Ferrari importer Chinetti Motors of New York City and sold new to one M Weinmann, a local resident. The car's original exterior colour was Rosso Bordeaux. At some time during the 1960s the Ferrari passed into the hands of a Ms Tosteson, a resident of Massachusetts.

Sold again in 1987, the car was acquired by one A Macioce of Boston. It returned to Italy in 1990, passing into the important private collection belonging to Mr G Prevosti, owner of some very important motor cars. Fastidious about presenting his collection's cars in perfect condition, Mr Prevosti commissioned a major restoration for this Ferrari, which was fully restored over a three-year period by Carrozzeria Bottini in Italy, in the process of which it was beautifully refinished in Grigio Ferro while the interior was re-trimmed in red leather.

In 2007 the Ferrari was sold at auction and the new owner took it to Italauto Garage in Holland to be mechanically overhauled. Described as in concours condition, this superb matching-numbers Ferrari 250 GT comes with a FIVA passport, Belgian registration papers, and the all-important Ferrari Classiche certification.

€390,000 - 470,000





16

1958 MERCEDES-BENZ 300SL ROADSTER WITH HARDTOP

Chassis no. 8500255

- *Attractive and rare 'triple black' livery*
- *Restored in 1995*
- *Present private ownership since 2007*
- *Registered in Belgium*







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

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

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





Tested by the highly respected American magazine Road & Track in 1955, the 300 SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph: outstanding figures for its day. It was, arguably, the world's first supercar. Its racing parentage notwithstanding, the 300 SL was and remains a thoroughly practical automobile, as civilised in city driving as it is exhilarating on the highway.

Clearly the 300 SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Built with conventional doors, the 300 SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'Jet Set' of royalty, actors, and socialites. The production of an open 300 SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles.

The Roadster's neutral steering characteristics received fulsome praise from Road & Track in its 1958 road test: "With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the gullwing models, which had a tendency to oversteer rather violently if pressed too hard." A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300 SL Roadster one of the fastest convertibles of its time. R&T concluded: "There is no doubt that the 300 SL roadster is a truly great dual-purpose sports car, equally at home in traffic and the open road, or on the track", words that remain equally true today.

The 300 SL Roadster sold well for a car that cost more than a Ferrari 250 GT California Spyder, and would outlive the 300 SL Gullwing Coupé, which ceased production in 1957, by several years. Roadster production ceased in 1963 after 1,858 cars had been built, some 70% being exported to the USA, and today the model is both rare and highly sought after.





Delivered new to the USA, this beautiful 300 SL Roadster is finished in its rare original black exterior colour and has a matching black original Mercedes-Benz interior (though delivered new with a yellow interior as mentioned on the Datenkarte). This Roadster comes with an original Mercedes-Benz hardtop and has a slightly higher than standard final drive ratio (3.64:1 rather than the stock 3.89:1) for more relaxed cruising. The engine is a Mercedes-Benz Austauschmotor (replacement motor) non-stamped to NSL specification.

Restored in 1995, the Mercedes returned to Europe in 2007 and has formed part of the vendor's private collection ever since. Only some 7,000 kilometres have been covered since 2007 and the very desirable 'triple black' car is presented in nicely patinated condition. It comes complete with an original Mercedes-Benz tool kit, copy Datenkarte, owner's handbook, spare parts catalogue and Belgian Carte Grise, and has a valid technical inspection.

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

€700,000 - 900,000





17

Only 50 kilometres from new

2019 MERCEDES-AMG GT R PRO COUPÉ

Chassis no. WMX1903791A028265

- One of only 750 GT R PRO models built
- European delivery example
- One owner from new
- All books and tools



Introduced at the same time as the GT was the higher performance GT S, and later in the year a GT3 competition version was announced. Premiered in 2016 for the 2017 model-year were three new variants: the GT Roadster, GT C Coupé and Roadster, and the high-performance GT R Coupé. For the GT R, the M178 engine was tuned to produce 577bhp, an output good enough for a claimed top speed of 319km/h. While the GT R retains the key mechanical enhancements the GT C gains over the GT S, it also incorporates manually adjustable suspension (in conjunction with the base models' AMG Ride Control); an active under-body fairing; a manually adjustable rear wing; and nine-mode traction control. At the same time various features deemed superfluous in a high-performance variant were deleted.

Externally, the GT R when launched was distinguished by several cosmetic changes that included vertical slats in the front grille, new front air intakes, and new front and rear diffusers, the overall effect making it look more like the GT3 racer. The GT R went on sale in November 2016, with deliveries beginning in 2017, and was adopted as the official safety car for the 2018 Formula 1 World Championship. In 2019 Mercedes-AMG made improvements and additions to the GT range, at the top of which sits the limited-edition GT R PRO. According to its maker: "For drivers who really want to push the envelope, especially out on the racetrack, the top-of-the-range AMG GT R PRO delivers the ultimate motorsport experience."





During its development, the Affalterbach team drew extensively on the AMG GT3 and AMG GT4 racing cars, paying particular attention to the suspension set-up, which - as in motorsport - drivers can tune to their specific requirements. The car also boasts an extremely lightweight yet rigid construction for enhanced handling and optimised aerodynamics to maximise performance."

For most markets (USA, Canada and China excepted) the AMG GT R PRO comes standard with the Track Package comprising a built-in steel roll cage; enclosed four-point safety harnesses; and a fire extinguisher. The roll cage further increases the GT's already excellent rigidity and thus further improves its driving dynamics. GT R PRO model-specific styling elements include racing stripes on the bonnet, roof, rear hatch and sides, while the standard-fit Carbon Package I - front splitter, fins in the wings, trim strips in the side sills and a diffuser - ensures that the R PRO not only drives like a racing car, it also looks the part.

Even before its official launch, the AMG GT R PRO had impressively demonstrated its performance potential on the racetrack. In November 2018, racing driver Maro Engel lapped the Nürburgring Nordschleife in 7 minutes 04.6 seconds driving a disguised AMG GT R PRO.

Although the latter's engine is no more powerful than that of the GT R, Engel's lap knocked seven seconds off the standard car's time, amply demonstrating the potential of AMG's flagship model and making it one of the fastest front-engined road cars ever to lap the challenging 13-mile circuit. "Motorsport-inspired suspension and aero tweaks make the GT R Pro the sharpest and most rewarding AMG GT on track by a big margin," declared Autocar. "The whole drivetrain is excellent and the soundtrack is thunderous, while the bucket seats and harnesses make a real difference out on the circuit."

Limited to a production of 750 units, the Mercedes-AMG GT R PRO represents the ultimate in exclusive track-day weaponry. Delivered new to Europe in Sweden and registered there, this example comes with virtually every option that one could wish for; indeed, the accompanying 'extras' listing runs to 70 lines! Offered for sale by the Swedish private owner, this collectible modern Mercedes comes with all books and tools. This rare AMG GT R PRO is in effectively 'new' condition having travelled just 50 kilometres from new.

Please be advised that due to the age and limited number of kilometres recorded on the odometer, this Lot may incur VAT liability upon registration in the EU. The VAT payable will be the prevailing rate in the country of registration

€160,000 - 200,000

No Reserve



18

One of only six built and the 1955 Brussels Motor Show car

1954 AUSTIN-HEALEY 100/4 BN1 COUPÉ

Coachwork by D'leteren Frères

Chassis no. BN1-L/156167

Engine no. 1B/213443-M

- One of probably only two survivors
- Bodied as fixed-head coupe by Belgian coachbuilders D'leteren Frères
- Bought by its 1st owner straight from the Brussels Motor Show
- Offered from one of the most important Healey collections worldwide
- Professionally restored in Antwerp in 2001/2002
- Winner of 'Best Car' award at the Big Healey Tribute Rally, Abingdon, 2015





The Healey 100 Coupé as presented during the Brussels Motorshow, 1955



The son of the first owner proudly posing next to his 18th birthday present, the Healey coupé, circa 1960.



The Healey 100 Coupé during the Concours at St Moritz in 2004

Offered for sale by well-known Healey collector and former Swiss Austin-Healey Club President, Bruno Verstraete, the ultra-rare 'Big Healey' offered here is one of only 6 BN1s bodied as fixed-head coupé by the Belgian coachbuilder D'leteren Frères of Brussels.

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

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

Following the Austin-Healey 100's sensational debut in 1952, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places respectively, 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. With or without the Le Mans kit, the Austin-Healey 100 was the ideal competition car for the privateer, who could drive it to the venue, compete to the best of his or her ability - perhaps picking up the occasional class or even outright win if they were talented enough - and then drive it home again.

The Austin-Healey 100 and its successor Big Healeys were only ever offered as open roadsters or convertibles, with a hardtop optional on later models. Nevertheless, a handful of fixed-head coupés was built: a couple by the factory and some others by independent coachbuilders, D'Ieteren's effort being the only one that approached even limited production. The D'Ieteren cars were built to compete in a 'Junior GT' racing class at Spa-Francorchamps. The original membership sticker for this class (Royal Automobile Club) can still be seen on the original windscreen. (This is the same organisation that timed the first speed tests for the earlier Healeys on the highway at Jabbeke.)

To date no specific competition history has been discovered and the car looks far too civilised to have raced. This is not the case with the one other surviving example, which is younger (1956) and shows signs of having been used in competition.

Left-hand drive chassis number '156167' was built in May 1954 and exported to Belgium where it was almost immediately commissioned as a coupé by D'Ieteren. The D'Ieteren family's origins as coachbuilders can be traced back to the late 18th/early 19th century when Jean-Joseph D'Ieteren was recorded as a wheelright in the Brussels census records. Reconstituted as D'Ieteren Frères in 1872, the firm first became involved with motor vehicles as early as 1898 when it bodied a Panhard.

After WWI the company concentrated on bodying quality chassis from the likes of Delahaye, Lancia, Mercedes-Benz, Hispano-Suiza, Isotta-Fraschini, and Minerva. Dropping coachbuilding in 1935 to concentrate on its car dealership business, D'Ieteren did not return to building car bodies until after WW2. Today the Belgian company is best known for its cabriolet bodies on the Porsche 356 chassis.





This D'leteren-bodied Healey was the first to be completed, in January 1955, and was purchased directly from the Brussels Motor Show stand by the first owner. According to the latter's son, the purchase price was 320,000 Belgian Francs (the equivalent of €8000 or £5,350) making the coupé four times the price of the standard open roadster! The son received the car at his 18th birthday and installed 4 spotlights, a bonnet scoop, antenna and an Abarth badge on the side. This car had no private owners after the 1970s, only motor dealers, one of which carried out a 'sympathetic' restoration in the early 1980s.

Then the car stood idle for more than 15 years in the premises of a motor dealer who refused to sell it to anyone intending to return it to convertible specification. That is until Bruno Verstraete bought the car in September 2001. Its restoration was carried out in 2001/2002 in Antwerp to a very high standard, with great care taken to retain its surviving unique original features.

One of this car's many interesting features is the wind-up windows, only traces of which were left. Research on the other surviving example revealed that the mechanism used is that of a Citroën Traction Avant. This makes sense, as D'leteren was a Citroën main dealer at that time. Reconstruction started from scratch and took about 175 man-hours to complete. This could well be the first Austin-Healey produced with wind-up windows.

Following the restoration's completion, the D'leteren coupe participated in the prestigious concours in St Moritz, Switzerland during the 2nd European Healey Meeting in 2004 where it won 2nd prize in the Healey 100 Standard Class, only losing to a freshly restored Austin-Healey 100S. It then went on to win the award for 'Best Car' at the Big Healey Tribute Rally at Abingdon in 2015. The car has been driven to events and used with great care. According to the owner the driving experience is very different to that of a convertible. The roof creates a stiffness to the car which is noticeable in driving the car.

Accompanying documentation includes a BMIHT certificate; Belgian registration papers; and copies of period photographs taken at the 1955 Brussels Motor Show and others from the 1960s when the car was still with the first owner (note some lights and other details added). It is worthwhile noting that the only Austin-Healey coupé ever sold at auction was the ex-Donald Healey 100S that made more than €700,000, which makes this ultra-rare D'leteren-bodied car seem like a real bargain.

€120,000 - 180,000



19

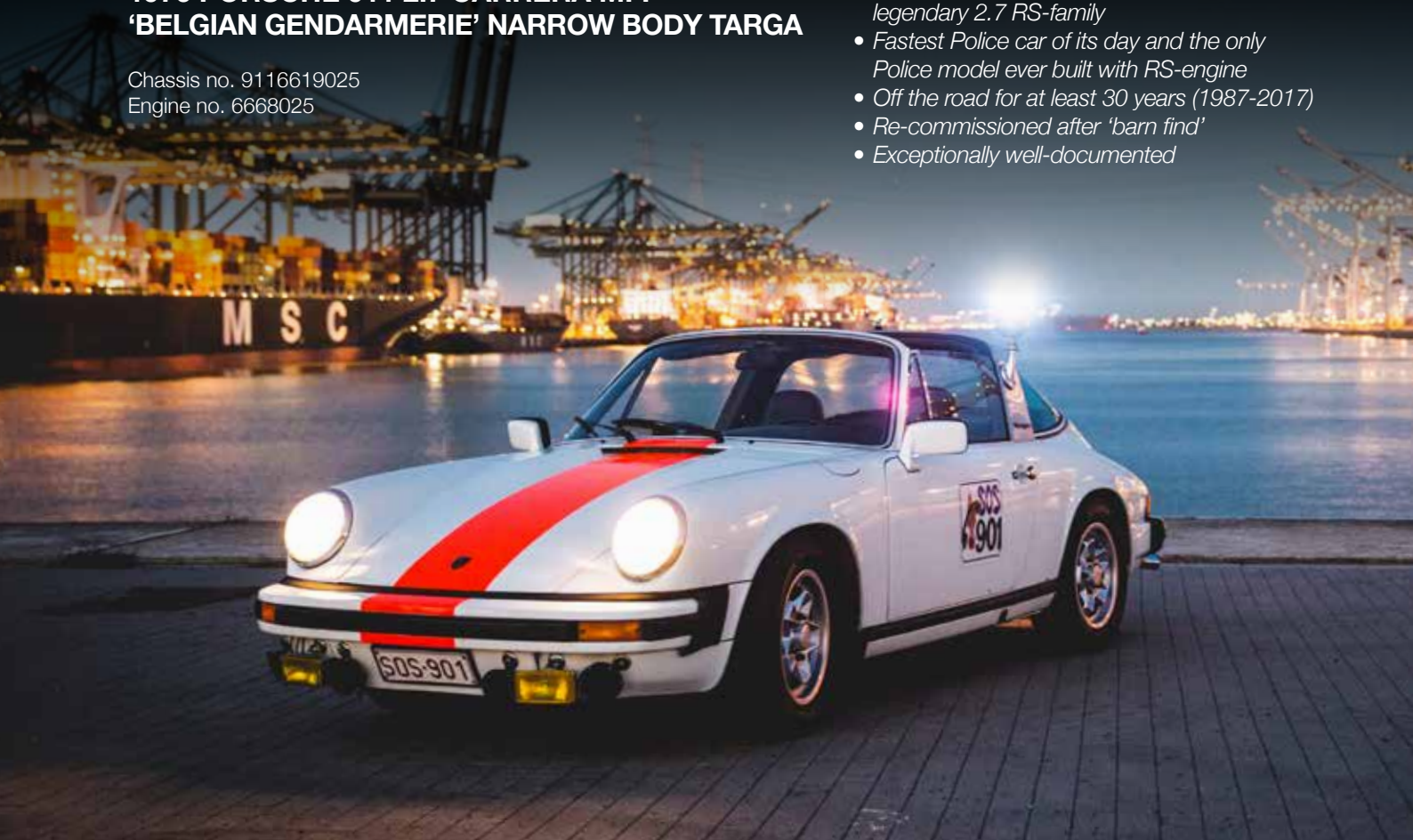
One of 20 special cars ordered by the Belgian Gendarmerie

1976 PORSCHE 911 2.7 CARRERA MFI 'BELGIAN GENDARMERIE' NARROW BODY TARGA

Chassis no. 9116619025

Engine no. 6668025

- One of only a tiny handful of survivors
- Last-of-the-line Sondermodell of the legendary 2.7 RS-family
- Fastest Police car of its day and the only Police model ever built with RS-engine
- Off the road for at least 30 years (1987-2017)
- Re-commissioned after 'barn find'
- Exceptionally well-documented



Ever since the dawn of the motoring age, police forces the world over have used high-performance vehicles in pursuit of criminals, often equipping them with larger or more powerful engines while retaining a standard external appearance. The very special Porsche 911 Targa offered here is a fine example of a 'stealth' police car, being one of only 20 ordered by the Belgian Gendarmerie/Rijkswacht and fitted from new by the factory with the 210bhp Carrera RS engine. Of course, the Gendarmerie could just as easily have ordered 20 examples of the Carrera RS, but they did not want anyone to know the cars' true potential, hence the decision to order a 'hot' version of the regular 911 Targa.

Lacking the RS's characteristic 'duck tail' spoiler, these cars retained the stock model's silhouette, making them ideally suited for their intended role. Even the Targa top option had a practical purpose, as it enabled the non-driving officer to stand up and direct traffic more effectively. A full listing of this car's specification is on file together with a copy of the factory Fahrzeug Auftrag (vehicle order).

The cars were supplied via Établissements d'Ieteren Frères and correspondence between them and the Belgian Gendarmerie is on file together with copies of photographs depicting the official delivery of the first car with Baron Roland d'Ieteren present. Other paperwork includes a copy of the convention d'achat (purchase agreement) between the Belgian Government and d'Ieteren. Archive photographs of these police Porsches are available also.

At that time and for many years subsequently these high-performance hybrids were the fastest police cars in the world, and they are also historically significant as the only 'narrow body' 911s built by Porsche with the Carrera RS engine. It is estimated that fewer than five have survived, of which three or four are known to be in police trim and in running condition. It doesn't get much rarer than this.

The first Porsche supplied by the factory for police use was the Type 356, and this programme expanded further following the 911's introduction in 1964. Today, Porsche has delivered over 1,000 cars to national and state police departments worldwide.





Always fascinated by the Stuttgart manufacturer's relationship with police cars, the vendor searched for two years before he found this rarity. After obtaining a list of serial numbers of the 20 Belgian Gendarmerie cars, the owner was cautiously optimistic when he found a Targa in Essex, UK with the correct numbers. It transpired that this 'barn find' car had been imported into the UK in 1987 and sat in storage for the majority of its life following retirement; it had not seen the light of day for some 30 years. Not surprisingly the car needed some attention, but the essential elements were all present: the rotating blue light, the original sirens, telephone and – most importantly - the 210bhp Carrera RS engine.

Unlike many other ex-police Porsches, this one remained white, with most of its accessories stored in the boot, also identification plates, special mirrors, etc. still in place. The accompanying Porsche Certificate of Authenticity confirms that the car was supplied as a 'Police version' and photographs of it 'as found' are on file also together with a copy of the UK V5 registration document issued in 1987.

The Gendarmerie had their own garage and mechanics to look after these Porsches, and engines were routinely swapped between cars following overhauls. Thus this example ended up with the engine ('6668025') from car number '013' being the 3rd of the 20 cars.

Accompanying paperwork includes an official letter from Porsche confirming that '6668025' corresponds to one of the 20 police cars. The engine was fully and professionally rebuilt by Jos De Bock in 2017/2018 and photographs of the rebuild are available. Also the mechanicals were renewed. All together over €30,000 (Porsche invoices on file) was spent at Porsche alone (excluding the engine rebuilt, brakes and suspension) to bring this Gendarmerie Porsche back to its former glory.

Since cleaning and re-commissioning the owner has driven it often, always obliging police officers who pull the Porsche over so they can take a photograph with their retired 'colleague'. He appreciates the car's history and the enduring pleasure of driving a well-sorted air-cooled 911, and says of his undeniably cool Porsche: "This car leaves nobody indifferent." This is hardly surprising since the sight of the world's most recognisable sports car in police livery is far from an everyday occurrence. Invoices relating to the 2017-2019 re-commissioning works are available. After its re-commissioning this fascinating Porsche was featured by Petrolicious ("1976 Porsche 911 Targa: Dial 911 To Call This Ex-Police Car"), and copies of some resulting articles are on file.





Belgian law permits these ex-police cars to be driven in their full police livery and configuration, and this Porsche 911 is road-registered in Belgium with the very suitable registration 'SOS 901'. The car is offered with a copy of the valuable and sought-after book 'Carrera 2.7' by Ryan Snodgrass (serial number 25), which includes a chapter dedicated to these police 911 Targas as one of the special Carrera and last-of-the-line Sondermodell (Special Edition) models. Also on file is a copy of the Koninklijke Rijkswachtschool certificate/diploma that would be issued following the successful completion of the training course for driving these police Porsches.

Believed to be the first time ever that a 'Belgian Gendarmerie' 2.7 Carrera MFI comes to auction in its Police trim, this example is effectively among the rarest of the 2.7 RS-family.

Remaining in highly original condition although having benefitted from a full engine overhaul, this ultra-rare narrow-bodied 2.7 RS-variant is ready to be used and enjoyed. A 'must have' for the serious Porsche collector.

€170,000 - 250,000





Porsche importer Roland D'leteren presenting one of the 20 cars when delivered to the Belgian Gendarmerie



20

1969 LAMBORGHINI ESPADA SERIES I COUPÉ

Coachwork by Carrozzeria Bertone

Chassis no. 7063

Engine no. 2577

- French registered from new
- The 20th Espada built
- Matching engine
- Recent high quality restoration



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

Ferruccio Lamborghini's first production car, the Touring-styled 350 GT, had debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile engineers, the 350 GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarini, housed in a chassis penned by Gianpaolo Dallara. The 350 GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time; but to compete with his Maranello rival's larger models Lamborghini needed a nominal four-seater, and the 4.0-litre 400 GT 2+2 duly appeared in 1966. Despite its novice status as an automobile manufacturer, Lamborghini had quickly dispelled any lingering doubts about its ability to compete with the world's best Gran Turismos.

Named after a matador's sword and unveiled at the 1968 Geneva Motor Show, the Espada was styled by Bertone's Marcello Gandini - creator of the incomparable Miura - along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-litre, four-cam V12 up front.





The latter - first seen in the 400 GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame.

Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout, and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements, and a restyled front grille. Espada production ceased in 1978 after 1,217 of these imposing cars had been built, of which only 186 were Series I examples. Even today there are few cars that can match the on-road presence of the Espada.

The 20th Espada produced, as indicated by Bertone's body number, this Series I comes with a certificate, signed by marque specialist Olivier Nameche, confirming that it was sold new in France in December 1968. It was originally finished in Argento (silver) with black interior and was first registered in January 1969.

For a long period of time the Lamborghini was owned by an enthusiast from Meurthe-et-Moselle, France before passing into the hands of a prominent Lamborghini collector from Paris, who was searching for a Series I with that model's distinctive full-width metal in the tail. The Espada was in driveable condition when acquired but nevertheless the owner decided to have the bodywork completely restored by Établissements Martin in Damery, France. The car was completely dismantled and the sills and the wings replaced, while the nicely patinated original interior only required cleaning and reconditioning. Related bills on file total in excess of €40,000. Following this restoration, the Espada was serviced by the respected Lamborghini specialists TS Automobile. The current vendor purchased the Espada at the Rétromobile sale in Paris in February 2018, shortly after its restoration's completion.

As the 20th car built, and boasting the metal grille at the rear, this beautiful Series I represents the Espada in its earliest and purest form and thus is worthy of a place in any important collection of Lamborghinis.

€140,000 - 180,000



21

2018 FORD GT COUPÉ

Chassis no. WAHURWA2AX2AABAAQA

- *Modern reworking of an iconic racing GT*
- *Delivered new in France*
- *One owner from new*
- *Less than 1,500 kilometres from new*
- *Immaculate condition*







"The GT40 Concept casts a familiar, sleek silhouette of its predecessor, yet every dimension, every curve and line on the car is a unique reinterpretation of the original. The GT40 features a long front overhang reminiscent of 1960s-era race-cars. But its sweeping cowl, subtle accent lines and fibre-optic headlamps strike a distinctly contemporary pose. Its new lines draw upon and refine the best features of GT40 history and express the car's original identity." – Ford Motor Company, 2005.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. The GT40 first ran competitively in 1964 but failed at Le Mans that year and again in 1965. That first sweet Le Mans victory would fall to the 7.0-litre Mark II, with victory the following year going to a US-built Mark IV 'J' car. (The GT40 Mark III was the British-built road-going version).

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

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





In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, the supercharged MOD 5.4-litre V8 produced 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7.0-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle used ZF internals and was sourced from RBT Transmissions, whose founder Roy Butfoy had been a member of Ford's racing team at Le Mans.

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





Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress. Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name. A total of 4,038 cars had been completed when production ceased at the end of 2006, over three quarters of which were delivered in the USA.

In 2015 a second-generation Ford GT was unveiled at the North American International Auto Show. Technologically a far cry from its predecessors, the new Ford GT features a 3.5-litre twin-turbocharged V6 engine, a carbon-fibre monocoque chassis, carbon-fibre body panels, pushrod suspension, and active aerodynamics. Producing 647bhp, the turbo V6 drives the rear wheels via a Getrag seven-speed DCT gearbox. The factory claims a sub-3.0 second 0-60mph time and a top speed of 216mph, which makes the Brembo carbon-ceramic brakes a necessity rather than a luxury.

In fact, Ford's new supercar had been created with GT racing in mind, hence the presence of an integral roll cage and a host of other competition-car technologies. Yet despite its start-of-the-art track-focused suspension, the GT has a ride quality rivalling that of a luxury saloon. Autocar's Matt Prior was obviously impressed: "the GT... has a level of composure - that balance between ride and handling - that I'm not sure I've better experienced in 20 years of road testing. It's so compliant, yet there's so little roll, and body movements are so well controlled, that is genuinely astonishing". All of the planned 1,000 road models had been sold before deliveries commenced in 2017.

The immaculate Ford GT we offer was ordered by the current owner for delivery in France and has covered fewer than 1,500 kilometres from new, most of them on two long journeys. Offered with its bespoke car cover, special battery charger, original purchase order, and a personalised letter from Ford Motor Company Executive Chairman Bill Ford, the stunning example we offer represents a not-to-be-missed opportunity to join the select band of Ford GT owners.

€700,000 - 1,000,000





22

Ferrari Classiche certified

1963 FERRARI 250 GT LUSO BERLINETTA

Coachwork by Pininfarina/Scaglietti

Chassis no. 5017GT

Engine no. 5017GT

- *Long term ownership by Ferrari importer Charles Pozzi*
- *One of 350 produced*
- *Delivered new to France*
- *Matching numbers example*
- *Concours standard restoration*





Chassis '5017GT' touring in northern Scandinavia during the summer





"This new luxury Berlinetta has been developed from the car which allowed so many gentlemen to enjoy sports car performance. It boasts those characteristics valued by enthusiasts while also possessing the comfort required by the ladies." – Ferrari's brochure for the 250 GT Lusso.

Arguably the most beautiful product ever to carry the Maranello marque's prancing horse emblem, the 250 GT Lusso debuted at the Paris Salon in October 1962. Styled by Pininfarina and built by Scaglietti, the Lusso (Luxury) combined racetrack looks with new standards of passenger comfort. Beautifully proportioned, it blended a low-slung nose, reminiscent of that of the SWB Berlinetta, with a sculpted Kamm tail by means of some of the most exquisite lines yet seen on an automobile. Slim pillars and wide expanses of glass not only enhanced the car's outward appearance but made for excellent visibility and a pleasantly light and airy interior. "The design of the body was at once elegant and exciting and no other road Ferrari before or since has earned the same degree of enduring admiration for its aesthetics," declared Road & Track.

After Pininfarina had completed the prototype Lusso, production was entrusted to Carrozzeria Scaglietti, a smaller concern that specialised in building low-volume models for Ferrari. In total, 350 Lussos (including one prototype each from Pininfarina and Scaglietti) would be completed over the next two years, with deliveries of the production model commencing early in 1963. "Its proportions approach perfection, and the execution is faultless," enthused Car & Driver. "It makes for Grand Touring in the grandest possible manner..."

The Lusso's immediate antecedent had been the 250 GT Berlinetta SWB. Introduced at the 1959 Paris Salon, the latter was a true dual-purpose car, arguably more capable than any Ferrari before or since of coping equally well with the conflicting demands of racetrack and highway. The 'SWB' (Short Wheelbase) designation arose from a chassis that, at 2,400mm, was 200mm shorter than the standard 250 GT's. Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminium-alloy bodies, while the Lusso road version came with a fully-trimmed interior and softer springing.





However, Ferrari's policy of building a single, dual-purpose race/road model did not survive long into the 1960s, the diverging requirements of the two markets necessitating greater specialisation in the form of the competition-only 250 GTO and the touring 250 GT Lusso. Built on a short-wheelbase chassis similar to that of the 250 GT SWB and 250 GTO, the Lusso was powered by Gioacchino Colombo's light and compact 3.0-litre V12. Ferrari's first in-house power plant, the supremely versatile Colombo V12 had debuted in 1947 as a 1.5-litre unit and would enjoy a remarkably long production life, finally bowing out in 4.9-litre quad-cam form in 1988.

Breathing through three twin-choke Weber carburettors, this all-aluminium, two-cam, Tipo 168 unit produced 240bhp at 7,500rpm as installed in the Lusso, giving it a top speed of 150mph (240km/h) and a useful 0-100mph (0-160km/h) acceleration time of 19.5 seconds. Power was transmitted to the road via a conventional four-speed gearbox, and the power train was housed in Ferrari's familiar steel spaceframe chassis with oval main tubes. Suspension was conventional for the time: independent at the front by means of 'A' arms and coil springs, with a semi-elliptically sprung live axle at the rear.

The result was not only one of the best looking Ferraris ever made, but also, courtesy of its competizione antecedents, one of the most rewarding to drive. "Driving a Ferrari smoothly is always easy; the Lusso is no exception," proclaimed R&T. "The gearshift moves like the proverbial stick in a bowl of whipped cream, and the smooth clutch combines with the 12-cylinder engine's buttery delivery of torque to make it nearly impossible... to stall the engine when moving off from rest." R&T found that the Lusso's steering was lighter than one would expect and remarked on its smooth, predictable, and forgiving handling. They were also much impressed by the powerful servo-assisted four-wheel disc brakes.

An important milestone in the Maranello marque's history, the 250 GT Lusso was the last of the long-running 250 series that had done so much to cement Ferrari's commercial success, and a most fitting finale to this remarkable family of Ferrari road cars.







The 109th of the 350 Lussos made, left-hand drive chassis number '5017' was delivered at the end of 1963 to Mr Ferdinand de Valenciennes by Franco-Britannic Automobiles, the Ferrari importer in France at the time, and registered as '269 DX 59'. Around 1970 the car passed into the hands of a Mr Domet and was reregistered as '1 RA 60', and some ten years later was bought by Charles Pozzi, who had become the Ferrari importer for France in 1967. Mr Pozzi kept the Lusso (registered '7406 TP 92') from circa 1980 until 2004. Before then, in 2002, his daughter Christine had driven the Ferrari in the Tour Auto (number '224').

In 2004 the Lusso was sold to a Mr Rouer of Paris and registered '863 PTP 75'. Mr Rouer competed with it in the Tour Auto in 2012 (number '42'). Passing to a Mr Hibert of Brussels in 2014, the Ferrari remained unused until 2018 when it was acquired by the present owner, who commissioned a total restoration.

Documented in full, the rebuild was carried out by the best specialists in Modena, with no limit on the budget: Bacchelli & Villa for the bodywork; Garuti for the mechanicals; Bertachi for the electrics; and Luppi for the interior trim. Ferrari certified '5017' at the completion of the restoration in December 2019. A rare opportunity to acquire a car - seldom offered for sale - that is not only one of the most beautiful and exclusive Ferraris ever made, but also one of the most enjoyable to drive and own: the 250 GT Lusso.

Pozzi owned it from around 1980-2004 so when he was already Ferrari importer since 1967. His daughter did the Tour Auto in it in 2002.

€1,600,000 - 1,800,000





23

1962 FACEL VEGA FACEL II COUPÉ

Chassis no. HK2 A146

- One of only 182 produced
- Automatic transmission
- Fully restored between 2015 and 2017
- Fitted steel sunroof





"The HK500 was the most interesting car we ever made but the Facel II was the best. It was totally elegant." – Jean Daninos.

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious, and fast. Hand built, they were necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats, and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine, and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant, and Rob Walker.





Founded by Jean Daninos in 1939, Facel engaged in the supply of car bodies after WW2 before diversifying into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. A luxurious Grande Routière, the Vega featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA, that chosen being a Chrysler V8, setting the pattern for future models.

Launched in 1961, the Facel II was destined to be the last of the V8-engined models. Road testing one in 1962, Autocar commented: "A striking amalgamation of French, American and British components, the big Facel has a wonderful way of covering the miles extremely fast without mechanical fuss." Following an unsuccessful venture into engine manufacture that effectively bankrupted the company, production ceased in 1964 after a mere 182 Facel IIs had been built. Today these rare Franco-American GTs are among the most highly sought after of post-war classics.

This Facel II was built in May 1962 having been ordered via the agent Becker in Düsseldorf. It left the factory equipped with Chrysler Torqueflite automatic transmission, power-assisted steering and brakes, a limited-slip differential, Borrani wheels, and an HMV radio. The original colour scheme was grey metallic with bright red interior, while the sunroof is likely to be a later addition. 'A146' spent most of its life in Germany before moving to the USA, but its first owner remains unknown.

In 1990 the Facel was registered to Mr Bernard Joseph Buzgierski of Baltimore, Maryland, passing in 2004 to Mr Josef Stampf of the Czech Republic and then to the preceding owner in 2015. Fully restored between 2015 and 2017, the car is described by the vendor as '100%' in every department, ready for the fortunate next owner to enjoy. A dossier recording the restoration process is available and the car also comes with a copy of the old Maryland Certificate of Title; a document confirming EU taxes paid; and Form 705 for registration in Belgium. An exciting combination of elegant European style and American V8 power, this beautiful Facel II is a worthy successor to the legendary French Grandes Routières of pre-war days.

€250,000 - 300,000





24

One of only 100 built

1969 LAMBORGHINI ISLERO S COUPÉ

Chassis no. 400GT2216634

Engine no. 50212

- *Desirable and more powerful 'S' version*
- *Delivered new to Switzerland*
- *Matching numbers*





"This may well become the nicest to drive and the most consistent in behaviour of all Lambos." - Car magazine on the Islero.

Launched at the Geneva Salon in 1968, the Islero was a development of the 400 GT 2+2, which was itself derived from Ferruccio Lamborghini's first production car, the Touring-styled 350 GT of 1964. Launched at the 1964 Geneva Motor Show, the 350 GT was the work of three of Italy's most illustrious automobile engineers, featuring a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, which was housed in a tubular chassis developed by Gian Paolo Dallara and Paolo Stanzani. The 350 GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time. After a slow start production soon picked up, with 131 350 GTs being completed before the arrival of the 400 GT and 247 of the latter before it was superseded by the Islero.

The Islero's square-tube chassis was based on that of its predecessors, though with wider track to accommodate fatter rubber, while its elegantly understated coachwork was styled by ex-Touring personnel led by Mario Marazzi. The model was named after the legendary bull that had killed Spain's best matador, 'Manolete'. Housed beneath an impressively low-slung bonnet, Lamborghini's 4.0-litre V12 engine was carried over from the 400 GT and produced 320bhp initially, 350bhp in later Islero S form. The latter appeared in 1969 and could be distinguished by its flared wheelarches, vented front wings and a revised interior with more supportive seats and improved instruments and switch gear. Improvements were also made to the suspension and brakes.

Car magazine's test Islero achieved a true 252km/h back in 1969, proving to be as quiet and stable at its maximum as at 130. It was also startlingly quick off the mark, hitting 96km/h in 5.9 seconds and hurtling to 161km/h in 13.7, outstanding figures even today.





Around the Neapolitan back-roads the Islero demonstrated an agility and sureness of foot which belied its role as a Grande Routière. Despite an impeccable pedigree, the Islero, 225 of which were manufactured between 1968 and 1969, is today the most overlooked of Lamborghini's early front-engined cars.

One of the 100 more powerful Islero S models, this matching-numbers example was first registered on 15th September 1970. The accompanying Certificato d'Origine confirms this car was built in 1969 and originally finished in Bianco (white) with Senape (mustard) interior. Delivered new via Garage Foitek AG in Zurich, Switzerland, the Lamborghini was sold new to Ruf AG in Switzerland. In 1981 the car belonged to Mr Philipp Messerly (still in Switzerland). Mr Messerly owned the Islero for seven years before passing the car on to Mr Andreas Kury, a member of the Lamborghini Club Suisse, who kept it for the next 18 years (see LCS document on file).

Mr Kury had the car repainted red and put it up for sale in 2001, apparently with an overhauled engine but with the body and paintwork in need of some attention (see photographs from 1989/1990 on file). The accompanying International Lamborghini Registry printout shows the car in red around 2001. Copies of the Swiss registration papers are on file.

In 2006 the Lamborghini moved to Belgium where it was restored around 2014-2015, including a complete re-spray and an interior re-trim. The car was not registered in Belgium until 2016. Presented in the attractive colour scheme of dark grey metallic with two-tone tan/beige leather and Alcantara interior, the car benefits from a fully overhauled engine (photographs available) and has covered fewer than 2,000 kilometres since the rebuild; indeed, it is not yet fully run in. Additional documentation includes previous owner correspondence; sundry invoices for parts; Belgian registration papers; and a valuation report dated 2016. A wonderful opportunity to acquire a matching-numbers example of one of these exclusive, limited edition early Lamborghinis. **€220,000 - 300,000**





25

*Ordered new by Claude Sage
former team manager of Ecurie Filipinetti*

2005 FORD GT

Chassis no. 1FAFP90S45Y401089

- 1 of only 101 European supplied examples
- Super rare Mark II black Stripe delete livery with classic cast aluminium wheels
- 1 of only 4 delivered in this configuration
- Fully documented
- 'As new' condition
- Delivered new in Switzerland, swiss carte grise and EU duty paid





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

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

The 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department under the direction of John Coletti and Fred Goodnow. The composite body panels are unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, SVT Engineering developed an all-new aluminium spaceframe combining extruded sections and panels.

Doubling as fuel reservoirs, a pair of massive sills contributed much to the original's chassis stiffness, whereas the new GT40 relies on a centre-tunnel 'backbone' that greatly improves ease of entry and exit. The suspension design is an advance on the original's, consisting of unequal-length control arms and a pushrod/bell-crank system acting on horizontally mounted coil spring/damper units. Braking is handled by six-piston, Alcon callipers with cross-drilled and ventilated discs all round.

In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, today's supercharged MOD 5.4-litre V8 produces 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle uses ZF internals and was sourced from RBT Transmissions, whose founder Roy Butfoy had been a member of Ford's racing team at Le Mans. The interior features leather-upholstered Recaro bucket seats with aluminium ventilation grommets embedded into the panels. The instrument layout follows the original's, comprising analogue gauges and a large tachometer complemented by modern versions of the traditional toggle switches.





Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress. Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name.

One of the much sought-after 101 examples built for the European market, this Ford GT was ordered new by Mr Claude Sage, former team manager of Scuderia Filipinetti; former President of the Geneva International Motor Show; former CEO of Honda Automotive Suisse; and former Vice-President of the Swiss Automotive Distributors Association and the Swiss Automobile Sport Office. Mr Sage's involvement with Ford began at the end of 1964 when he left Automobile Revue to establish Performance Cars Ltd in Geneva in agreement with Mr J Hirsch, CEO of Ford Switzerland; John Wyer, CEO of Ford Advanced Vehicles (FAV) in Slough; and Mr R Geddes, representative of Ford Motor Co. Performance Cars was set up specifically to sell Ford's high-performance models, and together with Scuderia Filipinetti raced the Ford GT40, Shelby GT 350, Ford Lotus Cortina and Shelby Cobra, including a Daytona Coupé at Le Mans. Together with FAV and Carrosserie Graber in Bern, Claude Sage had a hand in developing the first street version of the original Ford GT 40.

He also raced when he was young, including at the 24 Hours of Le Mans in 1963 (Alfa Romeo SZ) and 1964 (Porsche 904 GTS).

Mr Sage ordered his Ford GT in 'Mark II Black' livery with the 'Stripe Delete' option, and few would question the wisdom of his choice: devoid of these extraneous elements, the beautifully curvaceous body is shown to its best advantage. Amounting to over 100 pages of documents, the three impressive history files contain copies of all correspondence between Mr Sage and Ford accumulated during the purchase process, including the Ford GT application form, purchase order, original sales invoice, etc. This matching-numbers example is complete and comes with all books, keys, covers, and Ford GT delivery accessories, plus a matching 'Ford GT' cap and shirt. The car was fully serviced at the Ford GT specialist GT101 in the UK in 2018 (at 5,816 miles). We are advised that the showroom-condition exterior is mint, with no dents or scratches or dents; likewise the original interior. Mechanically the car is said to be excellent.

With only 101 made, examples of the European-specification Ford GT rarely come to market; and this pristine example, offered for sale by a leading light of the Swiss motoring establishment, is worthy of inclusion in any private collection as one of the most significant and exciting cars ever to carry the 'Blue Oval' badge.

€300,000 - 400,000





26

1961 FERRARI 250 GTE 2+2 COUPÉ

Coachwork by Carrozzeria Pininfarina

Chassis no. 2255 GT

Engine no. 2255 GT

- The 34th production car built
- Matching numbers & Ferrari Classiche Certified
- Known history from new
- Four private owners from new
- Concours quality restoration recognised at Salon Privé in 2019





"Pininfarina and Enzo Ferrari have collaborated to make a most desirable motor car: expensive, fast and luxuriously comfortable, with a large luggage compartment. All this adds up to a Gran Turismo, with the accent on the 'Gran', par excellence. If you want to go road racing look to the Berlinetta, but for touring in the grand style, 'Two plus Two' equals near perfection." - Sports Cars Illustrated.

Intended to extend Ferrari's appeal to a sector of the market already contested by rivals Aston Martin and Maserati, the 250 GTE 2+2 debuted in the summer of 1960. There had been a few 2+2 Ferraris built in the 1950s by the likes of Vignale, Ghia, and Touring, but the 250 GTE was Ferrari's first production four-seater. Directly descended from the most commercially successful Ferrari of its day, the 250 GT, the 2+2 version was launched in 1954 featuring the lighter and more compact Gioacchino Colombo-designed 3.0-litre V12 in place of its Europa predecessor's Lampredi unit.

One of the finest and longest-running automotive power units of all time, the Colombo V12 dated back to 1946. Enzo Ferrari had begun planning his new car during the war and commissioned Colombo to design a small-capacity V12 engine for it. The original 1.5-litre Tipo 125 unit took its designation from the capacity of an individual cylinder (125cc) thus instigating a system of nomenclature that would characterise Ferraris for many years to come.

The 250 GT chassis followed Ferrari's established practice, being a multi-tubular spaceframe tied together by oval main tubes, though the independent front suspension now employed coil springs instead of the transverse-leaf type. A four-speed, all-synchromesh gearbox transmitted power to the live rear axle, while hydraulic drums all round looked after the braking. Disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, and both were features the 250 GTE enjoyed from the start of production in 1960.







Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting demeanour and the master stylist succeeded brilliantly with the GTE. By moving the engine, gearbox and steering gear forward and the fuel tank back, sufficient room was created for two occasional rear seats within the 250 GT's 2,600mm wheelbase. The Tipo 128E outside-plug engine's 240bhp ensured that there was no reduction in performance despite the inevitable gain in weight. A popular and highly profitable car for Ferrari, the 250 GTE evolved through three series, changes being mainly confined to the dashboard layout and exterior lighting arrangements, remaining in production until 1963.

Completed by Carrozzeria Pininfarina in January 1961, '2255' is the 34th production car built out of a total of 955 units and originally was finished in Grigio Acciaio Brunito with Verde interior. The original paint was not a standard Ferrari colour but is believed to be close to the period shade of Canna di Fucile. '2255' was delivered new to Lugano, Switzerland to Mr Alberto Giuliani, and is featured as an example of the early Ferrari 250 GTE in Stanley Nowak's book 'Ferrari: Forty Years on the Road' (page 114). In this picture the Swiss identification roundel is clearly visible.

Sold by Rob de la Rive Box in 1970 to Mr G D Schmidt, an American serviceman stationed in Germany, '2255' was apparently later traded for a Ferrari 212, making its way via a dealer to Idaho and the care of John R Schultz. Mr Schultz keeps the car for 40 years before it was sold to its current UK-based owner via an American dealer in Texas. The Ferrari is registered in the UK as '657 UYJ'.

The car's restoration commenced in 2014 and took four years under the supervision of Tony Willis of the Maranello Concessionaires Archive, the UK representative for Ferrari Classiche. The body and mechanical restoration was carried out by Toni Auto in Maranello (see photographic record and supporting invoices) with Bacchelli & Villa assisting. The interior has been re-trimmed in Connolly leather by the renowned coach-trimmers Tappezzeria Luppi of Modena. Invoices on file detail every aspect of the restoration and easily exceed £200,000 in total. The car is Ferrari Classiche Certified, and the quality of the restoration was recognised with a 'Best in Class' trophy at Salon Privé in 2019. Presented in breathtakingly beautiful condition, this most practical Ferrari Gran Turismo comes complete with spare wheel, tool kit, instruction manual, Ferrari leather wallet, and the all-important Ferrari Classiche folder.

€360,000 - 420,000



27

Sold new to HRH Prince Constantine II of Greece

1959 BMW 507 SERIES II ROADSTER

Chassis no. 70227

- One of only 252 Series I and II cars built
- Automotive design icon by Albrecht Graf Goertz
- Present ownership for more than 30 years
- Professionally restored by marque specialist Brummer to the highest standards in the early 1990s
- Participated in the model's 60th anniversary celebrations
- Eligible for numerous prestigious events

The proud owner with his new acquisition sporting a special antenna for a radio transmission system.



© BMW AG



© BMW AG







During the 1950s, car designers on both sides of the Atlantic produced some of the all-time greats of automotive styling, none of them more classically beautiful than the sublime BMW 507. Indeed, a measure of the 507's iconic significance may be discerned from BMW's 're-introduction' of the model, after a gap of 40 years, in the form of the Z8 roadster. In an age when it has become de rigeur for heritage-conscious motor manufacturers to incorporate styling cues from landmark models into their latest offerings, few have ventured as far as BMW in paying homage to a recognised classic.

Transatlantic in inspiration - aimed at the United States market, styled by a New York-domiciled German ex-patriot and built in Germany - the 507 reflected North American taste yet was unmistakably European in origin.

The 507 saga began in 1954, when Austrian-born entrepreneur Max Hoffman, at that time the US importer of various European makes, convinced BMW that if they built a sports car to rival Mercedes-Benz's successful 300 SL, he could sell sufficient in the 'States to make the project viable. Hoffman knew just the man to style the car too: Count Albrecht von Goertz, an independent industrial designer who had worked for the legendary Raymond Loewy on the latter's trend-setting Studebakers. Designer of everything from fountain pens to furniture, Goertz had never before styled an entire car, and post-507 would not work for BMW again until the 1980s.

The fundamental elements of BMW's proposed new sports car already existed in the 502 saloon, most notably its 3.2-litre, all-aluminium V8 engine, which was installed in a shortened chassis for the 507. Mechanical design was handled by BMW stalwarts Fritz Fiedler and Alex von Falkenhausen, with Goertz shuttling back and forth between the USA and Germany to oversee production of the full-size clay model.







The robust nature of the 502-based chassis necessitated the use of aluminium for the 507's bodywork in the interest of weight saving, the finished car tipping the scales at around 1,280kg. With 150bhp on tap, performance was adequate if not stunning, production cars being capable of around 200km/h (125mph), with 100km/h (62mph) coming up in 11 seconds. For relaxed cruising though, the 507 had few peers, its state-of-the-art V8 engine delivering ample torque over a wide rev range.

Although the prototype displayed at the 1955 Frankfurt Auto Show met with critical acclaim, the 507's reception at its New York debut two months earlier had been disappointing. BMW had missed Hoffman's \$5,000 price target by a wide margin, the 507's initial US selling price being set at \$9,000, more than double the cost of a Ford Thunderbird or Chevrolet Corvette. In the UK, one could buy two Jaguar XK150s for the price of a single 507. Even Mercedes-Benz's 300 SL Coupé was cheaper, though the Stuttgart firm was sufficiently impressed (worried?) by the 507 to introduce a direct competitor in the form of the 300 SL Roadster.

Production proper of the 507 did not begin until 1956, the first series being built until June 1957 when the design was revised in detail. Improvements were mainly concentrated on the interior, which gained a deeper dashboard, a greater range of fore-and-aft seat adjustment, and a rear parcel shelf. There was, almost inevitably, an increase in price that only served to place the 507 even further beyond the reach of ordinary mortals. For those who could afford style at any price however, BMW's svelte roadster was the car to be seen in: pop idol Elvis Presley, motorcycling World Champion John Surtees, film stars Alain Delon and Ursula Andress, skiing champion Toni Sailer, Prince Rainer of Monaco, and the Aga Khan all being owners at one time or another. Nevertheless, such a limited clientele, however exclusive, could not sustain the 507 in production, which ceased in December 1959 after only 252 cars had been sold.

This glamorous Series II example was first owned by HRH Prince Constantine II of Greece, and carried the numberplate '36'. When owned by the Prince, the car was fitted with a Nardi steering wheel and a Becker Mexico radio with automatic antenna.





Das schnittige BMW 507 Coupé, das der griechische Kronprinz fährt, erregt in den Straßen von Athen immer wieder Aufsehen.

The current owner bought the BMW in Greece in 1989, at which time it was in poor condition. He bought the car as a restoration project and immediately despatched it to Mr Brummer in Munich, renowned BMW V8 guru and 507 specialist, for a complete 'last nut and bolt' restoration to the highest standard. Mr Brummer agreed the restoration price of 300,000 DM and the deadline of three years to completion as fixed.

In the course of the restoration, the colour scheme was changed from dark silver to the original 507 colour 'Federweiss' (white) with a dark blue leather interior and matching soft-top as requested by the current owner. The engine, completely rebuilt at that time, is believed to produce 160hp. As promised by Brummer, the car was ready on time, and with a couple of hundred shakedown kilometres covered was declared perfect and ready for its second life. The current owner paid almost double the car's value at that time, but was determined to return this very important example, with its royal provenance, to 'as new' condition.





Since the restoration's completion the BMW has participated in many rallies and gatherings including the Mille Miglia (four times), Tour Auto, Trofeo Balenario (twice), Eifel Klassik (four times), Kitzbühl Rally (twice), Ennstal Klassik (twice), 2000km Durch Deutschland, and eight BMW 507 gatherings including the 60th anniversary celebrations.

Today, almost 30 years after restoration and 55,000 kilometres later (the odometer was zeroed at the time of restoration), the car still looks new; clearly a restoration to the highest level that has held up extremely well. The beautiful dark blue leather interior has a beautiful patina yet shows hardly any wear.

The car is offered with a rare original owner's manual; original Greek plates '36'; BMW Veteranenclub Fahrzeugbrief (1997); FIA Wagenpass (1994); BMW Classic certificate; FIVA pass; numerous photographs (restoration and afterwards, period shots in Athens, participating in rallies, etc); sundry invoices; Mille Miglia correspondence (1997); German registration papers; and a copy of the sales contract between the then Prince Constantine and the second owner (1961).

€1,900,000 - 2,300,000





28

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

Chassis no. 1E 10552
Engine no. 7E 53218-9

- *Factory delivered left hand drive*
- *Offered with hardtop*
- *Subject of comprehensive restoration*
- *Original Blaupunkt radio*





Of all the many E-Type variants, it is the 'Series 1' 4.2-litre Roadster that many enthusiasts consider the most desirable, combining as it does the purity and aesthetics of the original concept with the superior performance of the larger engine.

There can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Manufactured in January 1965 and delivered to Jaguar Cars in New York, USA, this left-hand drive '4.2' roadster was originally finished in Silver Grey with black interior and matching hood. Its accompanying Jaguar Heritage Trust Certificate records the first owner as a Mr Herb Wiener.

This particularly attractive E-Type is a car we at Bonhams know well, having formed part of the Alain Dominique Perrin Collection sold by us at the Chantilly sale in 2015. Prior to that sale, the car had been comprehensively restored, including an interior re-trim in Burgundy leather, and is now fitted with a 'km/h' speedometer which we presume was installed at the time of restoration.

The odometer reading upon acquisition in 2015 was 5,566 kms and, at the time of cataloguing in August 2020, 6,917 kms. It is reasonable to assume this is the distance covered since its restoration, and certainly borne by the current fresh condition. The engine head number matches that of the chassis plate, although the block appears to be a period replacement. The original Blaupunkt radio has been retained.

The present owner – a noted collector with a significant collection of motor cars – acquired the E-Type from the Chantilly sale where it has since been cared for and maintained by the well-respected engineers and bespoke concierge service The Light Car Company of Faringdon, Oxfordshire, UK.

As can be determined from the above odometer readings, the car has been used sparingly and the owner thoroughly enjoyed taking the Jaguar on two organised tours of Umbria in Italy in both 2018 and 2019. During the present ownership a hardtop was sourced from the USA and accompanies the car, as does the Jaguar heritage tool roll and certificate; owners handbook; French expertise report (2013); sundry French and UK invoices; the UK V5C registration document; and should have a newly issued MoT by time of sale. All in all, a very well-presented E-type in arguably the most desirable specification and colours, with the added bonus of a hardtop for year-round enjoyment.

£110,000 - 130,000



29

1956 BENTLEY S1 CONTINENTAL COUPÉ

Coachwork by Park Ward Ltd

Chassis no. BC59LAF

Engine no. BC58A

- *First owned by 'King of Hollywood' Lew Wasserman*
- *One of 33 left-hand drive Park Ward cars*
- *An older restoration of high quality*
- *EU registered*





Described by The Autocar as “A new stage in the evolution of the post-war Bentley,” the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Eulogising about Bentley's new ‘S’ Series cars, introduced in April 1955, The Autocar wrote, “the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists”.

Later, in October that same year, the Bentley Continental became available on the ‘S’ chassis. “It brings Bentley back to the forefront of the world's fastest cars,” Autocar said of the H J Mulliner-styled fastback, which was the quickest four/five-seater saloon of its day.

The Bentley S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand change manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car; the designs by independent coachbuilders for the S1 Continental chassis being among era's the most stylish.

Of the 431 Bentley S1 Continentals produced between 1955 and 1959, 185 were bodied by Rolls-Royce's in-house coachbuilder Park Ward Ltd, of which 33 were left-hand drive like this example.





Chassis number 'BC59LAF' was delivered new to Lewis Robert 'Lew' Wasserman, one of the 'movers and shakers' of the Hollywood motion picture industry, whose performing artists agency Music Corporation of America (MCA) ended up owning both Universal Studios and Decca Records. Connie Brooks' 2003 biography of Wasserman is evocatively titled: *When Hollywood had a King: The Reign of Lew Wasserman, Who Leveraged Talent into Power and Influence*.

In 1990, 'BC59LAF' was bought by London-based Bentley Continental specialist Peter Fisher, who embarked on a two-year restoration on behalf of prominent French collector Jean-Michel Signoles current president of Goyard. Today the restoration had held up so well that the car can still be described as in concours condition. The magnificent Black Pearl paintwork is faultless, while the original 'Gentleman's Club' interior features swathes of very lightly patinated red leather and plentiful wood embellishment as befits such a prestigious and exclusive model. Registered in Belgium, the car retains its original engine, while other notable features include the desirable options of air conditioning and power steering.

€330,000 - 390,000





30

1954 JAGUAR XK120 SE ROADSTER

Chassis no. S676340

Engine no. F1775-8

- *Rare and desirable Special Equipment (SE) version*
- *One of only 2,194 left-hand drive XK120 SEs built*
- *Up-rated engine with C-type cylinder head (210bhp)*
- *Restored between 2008 and 2009*
- *Exquisitely detailed*



Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp.





It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising. The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which 2,194 were left-hand drive SE roadsters like that offered here.

This stunning XK120 SE roadster was delivered new to Max Hoffman, Jaguar's East Coast distributor in New York, USA and first owned by one William G Sherwin. Its accompanying Jaguar Heritage Trust Certificate reveals that the car was manufactured on 19th August 1954 and originally finished in Pastel Blue with red interior trim and French Grey soft-top. Restored between March 2008 and July 2009, it has been fitted with an engine up-rated to XK140 SE specification with the C-type cylinder head, producing 210bhp. (The original engine block numbered 'F4064-8S' is included in the sale.)

There are delightful details in abundance on this exquisitely restored XK120: twin aero screens, number roundels, leather bonnet straps, wire wheels, a quick-release fuel filler, a fitted suitcase, and even a hip flask secured to the driver's door! Offered with Belgian Carte Grise (Oldtimer) and described by the vendor as in excellent condition throughout, this has to be one of the very best XK120 roadsters currently available.

€130,000 - 150,000



1940 BMW 327 SPORT CABRIOLET

Chassis no. 87268

- Matching numbers (chassis and engine)
- Rare triple-carburettor variant
- Completely restored to high standard between 2004 and 2012
- Registered in Belgium



"Priced, new, at a little under \$3,000 in Germany, the 327 was one of those cars which cannot be described – it must be experienced. Its sheer performance, roadability and comfort defy description, yet the mechanical specifications appear neither unusual or unorthodox today. However, in 1938 the BMW was something of a pioneer with its tubular frame. Independent front suspension and good power to weight ratio." – Road & Track, 1954.

The acquisition of the Dixi works at Eisenach in 1928 provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in motor manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW: the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was superior transverse-leaf independent suspension and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow.





Introduced for 1938, the 327 sports-tourer used the shortened, boxed, ladder-type chassis of the 326 saloon, shared by the 320, but with semi-elliptic rear springing in place of torsion bars. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gear changes at low speeds, while there were hydraulic brakes all round and centralised chassis lubrication. BMW's pushrod six had by now been enlarged to 1,971 cc and developed around 55bhp in Type 55 form as installed in the 327, which could also be ordered with the 328 sports car's 80bhp 'hemi-head' unit at extra cost. When fitted with the standard engine the 327 was known as the 'Fast Tourer' and with the 328 unit installed as the 'Sport Cabriolet'. A total of 1,124 BMW 327 convertibles had been built by the time production ceased in 1941.

However, that was not the end of the BMW 327 story. After WW2, BMW's factory at Eisenach ended up behind the Iron Curtain but rather than strip it bare - their usual treatment of valuable German assets - the occupying Russians chose to restart production of pre-war designs. Both cars and motorcycles were made bearing BMW's distinctive blue and white quartered emblem until a successful legal action in 1950 saw the Munich firm successfully reassert its rights to the trademark. As a result, the Eastern Bloc offshoot adopted the name 'EMW' (Eisenacher Motoren Werke) and changed the blue sections of its badge to red.

As its name suggests, the EMW 327 was a continuation of the pre-war BMW 327 coupé and cabriolet, and was virtually identical to its ancestor apart from having front-hinged doors. Production continued until 1956 when the company, now known as VEB Automobilwerk Eisenach, dropped its old BMW-based models and began manufacturing the new Wartburg.

This matching-numbers example of a rare and highly desirable early BMW sports car left the Eisenach factory on 21st December 1940 and was delivered new three days later to its first owner, Paul Laurency of Aix-La-Chapelle (Aachen). Chassis number '87268' left the works equipped with three (as opposed to the standard engine's two) carburettors, so it may safely be concluded that it is more powerful and faster than the stock offering. This particular car is also equipped with the alternative ZF four-speed manual gearbox rather than the Hurth freewheel type mentioned above.

Completely restored to original specification and concours standard in 2012, the car has been driven only some 500 kilometres since the rebuild's completion and is presented in commensurately excellent condition. This beautiful sporting soft-top comes with restoration invoices and photographs; Belgian registration papers and Contrôle Technique; and a BMW Mobile Tradition Certificate of Authenticity.

€180,000 - 240,000



32

2005 FERRARI 612 SCAGLIETTI SHOOTING BRAKE

Coachwork by Pininfarina/Vandenbrink

Chassis no. ZFFAY54B000143566

- *The only one of its kind*
- *Unique Shooting Brake conversion commissioned by the current owner in 2017*
- *A mere 30,000 kilometres from new*



This stunning one-off Shooting Brake conversion of a Ferrari 612 Scaglietti was commissioned by the current owner (a great fan of shooting brakes), the task being entrusted to the coachbuilder Vandenbrink in Holland, who had first proposed such a modification as far back as 2009. Vandenbrink stated that only customers that 'have a passion for the underlying automotive quality, aesthetic excellence and historical significance' would be allowed to purchase one.

The assignment was completed in 2018. Starting with a little used (28,000 kilometres) Ferrari 612 Scaglietti in a lovely colour scheme, Vandenbrink took 15 months and more than 2,500 hours to complete the transformation, which was to the highest standard. The hand-crafted aluminium body panelling was fabricated by van Roomen Carrosserie of Hoevelaken, while the rear of the interior was re-trimmed in leather to the highest standard by Carat of Liege, Belgium.





Other special features include an electric tailgate and windows in the roof above the rear seat passengers, who also benefit from increased headroom as well as a more capacious luggage compartment. Vandenbrink's design retains the overall body form of the 612 Scaglietti and looks so right that it could easily be taken for a model built by the Ferrari factory.

In naming its new four-seater Gran Turismo after Carrozzeria Scaglietti, Ferrari had acknowledged the immense contribution made by its Maranello neighbour and close collaborator over the preceding 50 years. The 612's design brief called for a car capable of accommodating four adults in comfort - rather than being merely a '2+2' - without sacrificing any of the superlative driving dynamics expected by dedicated Ferraristi. Introduced in 2004, the result was the biggest Ferrari road car ever, yet one that weighed less than the smaller 456M. The 'secret' lay in the 612's lightweight aluminium chassis: a mixture of extrusions, castings and panels, which replaced the traditional sheet-steel monocoque.

In styling the 612, Pininfarina paid homage to one of its most famous creations - the fabulous 375MM commissioned by renowned Italian filmmaker Roberto Rossellini for his wife, Ingrid Bergman, and first seen at the Paris Salon in 1954 - the long nose and scalloped sides of which find echoes in the Scaglietti. No content with merely shedding weight as a means of boosting performance, the 612 featured an improved version of the 575M Maranello's 5,748cc 65-degree V12 engine producing 540bhp and 434lb/ft of torque.

The F1A transmission too had undergone significant improvement, incorporating extra synchronisation cones for swifter changes, while manual/automatic modes and 1st and reverse gears could now be selected using a gate on the centre console, rather than only by means of the steering-wheel paddles. Lighter, more powerful and endowed with superior suspension and brakes, the 612 Scaglietti lapped Ferrari's Fiorano test track some six seconds quicker than the 456M. Its top speed? 315km/h.

A work of art and the only one in existence, this wonderful Ferrari 612 Scaglietti Shooting Brake is offered with Spanish registration papers.
€150,000 - 250,000



33

1995 FERRARI F512M COUPÉ

Coachwork by Pininfarina

Chassis no. ZFFVA40B000101013

- *Last-of-the-line version of the iconic Testarossa*
- *19,828 kilometres from new*
- *Full Ferrari service history*



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

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable, and copied, styling devices. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.





In 1992 the original Testarossa was succeeded by the updated 512 TR, which came with 428bhp on tap. ABS brakes were added before the 512 TR was replaced for 1995 by what would be the Testarossa's final incarnation: the F512M. For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted, and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before. Only 501 examples of the F512M had been completed when production ceased, making it the rarest of the Testarossa family.

Seeking a Ferrari that he believed would be a sound investment, the current vendor located this F512M in Spain early in 2015. Belonging to an elderly Spanish Ferrari collector, it had covered circa 18,400 kilometres (approximately 11,400 miles) and came with the highly desirable and rare option of lightweight carbon fibre Recaro seats. The vendor flew to Barcelona to view the F512M at the city's local Ferrari agent and found it in stunning condition: not a scratch outside; no wear inside; straight chassis rails; and suspension and underside as clean as the day the car was made.

This outstanding appearance notwithstanding, a full inspection was booked despite the process taking an entire day. While the inspection was in progress, the owner revealed the lightweight Ferrari two-piece luggage set, complete with 'F512M' embossed in the leather, a highly desirable option that now commands a five-figure sum, if you can find one. Towards the end of the day Ferrari Barcelona confirmed that the car had passed with flying colours: the compression test was perfect and there was absolutely no work required.

On arrival in the UK the car was serviced by The Ferrari Centre and the headlamps converted to UK specification. Since then it has been serviced twice by marque specialists Joe Macari Servicing Ltd: in 2015 at 19,028 kilometres and in 2017 at 19,499 kilometres (the current odometer reading is 19,828 kilometres). Bills for all the UK servicing may be found in the accompanying history folder together with those accumulated in Spain. Finished in the classic colour combination of Rosso Corsa with Nero leather interior, this exceptionally well cared for example of the rarest Testarossa incarnation is offered with a UK V5C Registration Certificate and its Ferrari leather wallet containing instruction manuals and the fully stamped service booklet.

€150,000 - 180,000



1980 FERRARI 512 BB COUPÉ

Coachwork by Pininfarina

Chassis no. 23009

- Matching numbers and original colour combination.
- Ferrari Classiche Certified
- Un-restored and in very good original condition
- Two private owners with only 32,000 km from new



Having reasserted itself at the top of the supercar hierarchy with the first Berlinetta Boxer - the 365 GTB/4 BB - Ferrari went one better with its successor, the 512 BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512 BB to meet increasingly stringent emissions targets without loss of performance. Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm. The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.





Road & Track magazine had achieved a speed of 175mph (280km/h) in the preceding 365 GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph (302km/h) was felt entirely realistic. The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. "That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested," enthused the highly respected American motoring magazine. "If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability."

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

Chassis 23009 was originally finished in Nero with very rare black and red Daytona leather seats. The car retains this unusual but highly attractive original colour scheme to this day.

The car was first registered in August 1980 in northern Italy and remained with its first owner until 2013 when it was exported to the UK and sold to its current Belgian owner. It is believed that the current mileage of just under 32,000 km is original, and the car remains in excellent original and unrestored condition.

The car was serviced in 2014 by a known specialist in London, including the replacement of timing belts, and the current owner subjected the car to the rigorous Classiche certification process. This certification confirms that the car retains its original specification, and matching numbers engine and gearbox.

With the value of V12 Ferraris from the 1960s and 1970s having increased dramatically, the potential of the Berlinetta Boxer series, and particularly original examples such as this one, is being increasingly appreciated. This example represents one of the examples available on the market today.

€250,000 - 300,000



35

2005 FERRARI F430 SPIDER

Chassis no. ZFFEZ59B000143896

- In the present enthusiast ownership for 6 years
- Used in Spanish Ferrari Club Events
- Entry level, all weather Ferrari





Introduced in 2004 at the Paris Motor Show, the Ferrari F430 was the latest in the line of V8-engined Ferrari road cars that had begun back in 1973 with the 308GT4. The F430 was a development of the preceding F360, sharing the latter's aluminium chassis, roofline, doors and window glass, though the body itself had been extensively revised. Styled, as usual, by Pininfarina, the F430 body generated greater downforce without the penalty of increased aerodynamic drag. In styling the F430, Pininfarina referenced some of Ferrari's other great cars, using the Enzo's tail lights and a Testarossa-style driver's-side mirror, while the twin front air intakes recalled the Tipo 156 Formula 1 car of 1961. The open Spider version featured an electrically operated retractable roof, capable of folding away beneath the rear deck in only 20 seconds, while the fully leather trimmed interior - a visual feast - could be ordered with either aluminium or carbon fibre embellishment to customer choice.

Beneath the F430's transparent engine cover there was an entirely new 32-valve V8 power unit displacing 4.3 litres. More compact than its predecessor, this new engine developed a maximum of 483bhp, while 80% of the 343lb/ft of torque was available below 3,500 revs, quite an achievement for a normally aspirated engine. A traditional manual transmission was still available, but most buyers opted for the F1-style paddle shift version.

One of the F430's more significant developments was the 'E-Diff', a computer-controlled limited-slip differential. As Autocar explained: 'with this much power it's quite possible to come to a turn too fast, but in sports mode the diff and its electronics maintain traction, minimise understeer, and assist in the creation of that fast-flowing fluency that keen drivers dream of.' And the F430 was certainly fast, with a top speed in excess of 315km/h (196mph) and a 0-100km/h (0-62mph) time of around 4.0 seconds. Helping keep this outstanding performance under control were Brembo brakes and their associated Bosch electronics package. Carbon ceramic discs were an option.

This 2005 example is a European market version, which is understood to have spent the majority of its life in Spain. It is finished in Rosso Corsa with Crema upholstery featuring Daytona style seats and carbon fibre dashboard inserts, and the seats and dash have red stitching. It has a black hood and is currently fitted with the period option of 19inch Challenge wheels. The present owner reports that they purchased the Ferrari in Southern Spain some 6 years ago, retaining it there to exercise occasionally, particularly in local Ferrari Club tours. Over the course of this ownership its mileage at the time of writing has risen to a relatively modest 18,000 kms.

€80,000 - 90,000



2010 ALFA ROMEO 8C SPIDER

Chassis no. ZAR92 000000052986

Engine no. AR8C920BXA1A00

- Number '370' of only 500 8C Spiders produced
- One owner
- Circa 3,000 kilometres from new
- Alfa Romeo Certificate of Authenticity and all original books present



First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C Competizione revived a famous name from the Italian company's illustrious past when it entered production in 2006. The original 8C (eight-cylinder) Alfa engine had been designed in 1931 by the legendary Vittorio Jano and was used to power Alfa Romeo's most prestigious road models, as well as its sports-racing and Grand Prix cars, until the decade's end. Styled by Wolfgang Egger, the modern-day 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sports-racers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite a UK price tag of £111,000. Alfa, though, stuck by the decision to build only 500 examples of the 8C Competizione coupé but later changed its collective mind and made a further 500 Spider roadsters, making a combined total for both types of 1,000 cars.

The genesis of the 8C graphically illustrates the close links between Italy's premier marques: Alfa Romeo, Ferrari and Maserati, all of whom are owned by FIAT. Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and is powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena. An enlarged version of that found in the Maserati Quattroporte and GranTurismo, the 4.7-litre V8 produces 450bhp at 7,000rpm and drives via a six-speed, semi-automatic, paddle shift gearbox, which is located immediately ahead of the rear axle in the interests of mass centralisation. The Pirelli P Zero tyres were specially developed for the 20" alloy wheels. As is the norm with 21st Century supercars, the 8C also features switchable performance modes.

The main chassis and its engine/gearbox/suspension sub-frames are steel, with carbon fibre used for the passenger cell and external body panels. Carbon fibre and aluminium both feature in the stylish interior, which is equipped with lightweight, leather-trimmed seats by Poltrona Frau of Turin. Alfa Red or black were the standard exterior colours and there were also various options, some at extra cost.





Having debuted at the Pebble Beach Concours d'Élégance in 2005, the Spider commenced production in 2009 at Maserati's factory in Modena, the 8C's transformation into a convertible having been achieved by means of a two-layer electrically operated fabric roof. No one buys an Alfa Romeo, and certainly not one as special as the 8C, without being interested in its performance potential. Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate 1,000 customers was at all dissatisfied.

Number '370' of only 500 8C Spiders examples produced, this gorgeous example is finished in Rosso Competizione (dark red metallic) with black leather interior by Poltrona Frau and contrasting red stitching to the upholstery. Other options include the carbon fibre pack, electronic stability control as well as Xenon headlights.

The car left the factory on 19th July 2010 and was registered to its first and only owner (an Italian resident of Riga, Latvia) on 5th October 2010. Importantly, it comes with a Certificate of Authenticity from Alfa Romeo listing the factory options together with the maintenance, assistance, warranty, and service books; and the Becker Radio and SatNav manuals as well as Latvian registration documents.

Described by the vendor as excellent/'like new' in all respects and with around 3,000 kilometres recorded, this stunning Alfa Romeo 8C Spider is worthy of serious consideration by any discerning Alfa Romeo collector. A rare opportunity to acquire a limited edition Alfa Romeo supercar that can only become increasingly collectible.

€190,000 - 250,000



Please note that these cars do not form part of the live auction but are consigned to Bonhams under private treaty and available for purchase at the asking price published at the end of the description.

Delivered new to Prinz Friedrich zu Furstenberg

**1956 PORSCHE 356A 1500 GS T1
CARRERA CABRIOLET**

Chassis no. 61163

- *Fantastic Fuhrmann 4-cam Carrera engine producing 100bhp*
- *One of only 26 with the T1 body*
- *Raced in period*
- *Originally 'Azure Blue'*







"The people at the Porsche factory had a different outlook on car manufacturing compared to most factories. To them motoring was something to enjoy and the Porsche was a car to motor in... A whole new scene was growing, of smooth, quiet well-sprung, comfortable sports cars that really went and really handled." – Denis Jenkinson, Porsche 356.

The evocative 'Carrera' name first graced the flanks of a Porsche in 1955 applied to the Typ 356A, the second version of the German manufacturer's iconic sports car. The work of Ferry Porsche, that first Porsche road car - the 356 - was based on the Volkswagen designed by his father, employing a similar platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

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 grow 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. 1955 marked the arrival of the 356A, the newcomer being readily distinguished by its rounded windscreen and 15" wheels.

Top of the range was the newly introduced Carrera 'homologation special', which was powered by a slightly less ferocious version of the racing 550 Spyder's 1.5-litre, twin-overhead-camshaft, roller-bearing engine (Typ 547/1) designed by Dr. Ernst Fuhrmann. The name had been adopted to capitalise on Porsche's victories in the Carrera PanAmericana in 1952 and '54. Dry-sump like the racer's, the four-cam Carrera engine produced 100bhp (compared to 60bhp for the standard 356), some ten horsepower less than in race trim.





Nevertheless, this was good enough to propel the 356 Carrera to over 193km/h, making it the fastest 1.5-litre production car of its day and a formidable racetrack competitor. Significant developments included a capacity increase to 1.6 litres in 1958, maximum power increasing to 105bhp, and the adoption of a plain-bearing crankshaft at the same time. A 1.6-litre, 115bhp engine with conventional shell-bearing crankshaft was standardised for 1958, and then in October 1961 a 2.0-litre unit and disc brakes debuted on the Carrera 2.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders including Drauz of Heilbronn, d'Ieteren of Brussels and, of course, Reutter.

Only 430 356A Cabriolets were manufactured in 1956, very few of which would have left the factory equipped with the Carrera engine like this example, which is one of only 26 to have the T1 body.

Chassis number '61163', the car offered here, was supplied new in Germany to Prinz Friedrich Zu Furstenberg, who raced it. Prinz Friedrich and his brother-in-law Philipp Constantin Graf von Berckheim were frequent competitors during the 1950s in motor sports events such as the Mille Miglia, Carrera PanAmericana, 12 hours of Sestriere, etc. It is believed the engine (number 'P90617') broke and was replaced early in its life. The type-correct Carrera 1500 GS Porsche 547/1 engine currently fitted is number 'P90821'.

The accompanying Porsche Certificate of Authenticity reveals that the Carrera was originally finished in 'Azurblau' over 'Acella Bast' interior and left the factory equipped with a Blaupunkt Koln radio and antenna; chromed wheels; one Speedster seat; two fog lamps; and Speedster type side mouldings. A copy of the original factory Kardex is on file also, recording services up to June 1961.





The second owner was Mr Hans Peter Stihl, of the eponymous German garden tools company Andreas Stihl AG, who confirms his ownership of this car in a 2015 letter. How long the Porsche remained in the Stihl family's possession is unclear. Recording the next owners (seven in number), the car's original Kraftfahrzeugbrief registration document covers the period from 1963 to 1967 when the car was shipped to the USA by Martin Eppich, an interpreter working for the American Army.

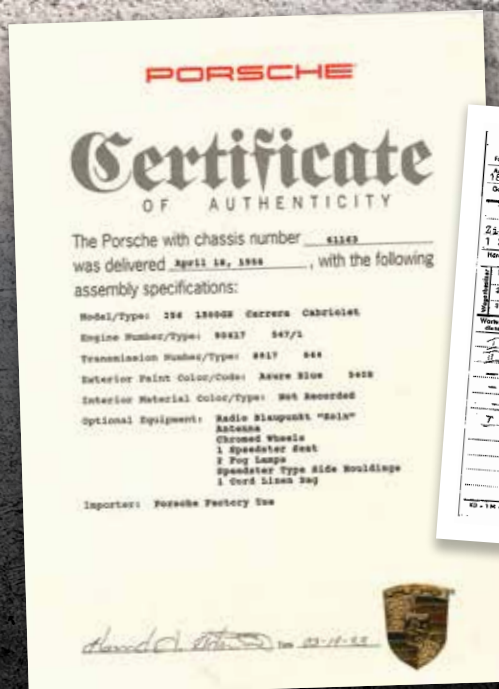
The Carrera was subsequently owned by Bill Brown and later traded with George Wilkie. In 1993 George Wilkie sold the car to Ross Collins, who carried out a complete restoration in 1993/1994, the engine being overhauled by specialist Bill Doyle. The Porsche subsequently appeared at various Concours d'Élégance events in the USA.

In 2012, the car was brought back to Europe by the current vendor, who commissioned an extensive restoration that was carried out by classic Porsche specialists Siemerinck of Ijmuiden, Holland. The engine was serviced by Carrera specialist Karl Hloch of Schorndorf, Germany while French specialists Duval restored the convertible hood. The car was painted in Azure Blue, its original colour. A copy of the Porsche Kardex (showing recorded services at the Factory up to 1961), restoration photographs and details of a recent engine service are on file.

Cabriolet versions of the Porsche 356 are much rarer than the coupé, while the Fuhrmann Carrera (the fastest 1.5-litre production car of its day with an impressive 40hp more than the pushrod engine of the same capacity!) is rare in either form, making this exceptionally rare high-performance Porsche soft-top of especial interest to discerning collectors.

€850,000





Ex-Paris Motor Show 1956

1956 ARNOLT BRISTOL DELUXE S COUPÉ/ROADSTER WITH HARDTOP

Coachwork by Carrozzeria Bertone

Chassis no. 404X3119

Engine no. BS1 Mk2 258

- *One-off Arnolt-Bristol with factory hardtop*
- *Three owners from new*
- *Candy Red metallic over red-piped beige leather interior from new*
- *Not seen in public since the 1956 Arnolt Chicago warehouse fire*
- *Completely restored to concours standard*
- *Mille Miglia eligible*





Stanley "Wacky" Arnolt from Warsaw, Indiana, was one of the many American self-made entrepreneurs, but he was also a petrolhead at heart. Upon leaving university in 1930 with a degree in science, he joined the Waukesha engine factory and quickly moved up the company ladder. When Waukesha went bust due to the effects of the Great Depression, he shrewdly bought the patent of their four cylinder marine engine. And as soon as WWII started, Stanley went to Washington DC and got the contract to power the US Navy small crafts with his engine. That huge military business made him very wealthy. At the end of the war, he decided to fulfil his long ambition to build his own branded car company and established the S.H. Arnolt Incorporated in Chicago. Wacky quickly saw the desire for the newly wealthy American middle class to acquire exotic automobiles as a status symbol for racing. In 1950, he started a distribution of European cars, mostly British brands such as Aston Martin, Bentley, MG and Bristol.

Back to 1952 Turin, to the astonishment of Nuccio Bertone who was used to making only small production runs or one-offs, Arnolt ordered 200 units of the MG Bertone, thus starting the affordable British Sports Car with Italian coachwork. In the process that order started the Italian Carrozzeria's postwar fortunes. On the stand, Stanley also noticed an extraordinary creation from the newly hired Bertone head designer, a certain Franco Scaglione.

That automobile was the talk of the show, the now famous Fiat-Abarth 1500 Biposto, so much so that American company Packard bought it to be an inspiration for their own design studio. Arnolt's timely intervention effectively saved Bertone from bankruptcy!

The Abarth was the first masterpiece of Franco Scaglione, whose future creations would become milestones of automobile design: the Alfa Romeo B.A.T.'s, Giulietta Sprint, Sprint Speciale, 2000 Sportiva, 33 Stradale, the Porsche Abarth 356 GTL just to name a few... When MG moved to a new chassis after circa 100 units were sent to Bertone and refused to continue production of the TD rolling chassis, Stanley decided to use the same recipe but based on the new Bristol 404 chassis and powered by the legendary BMW designed inline-6 developing a stout 130 bhp. He promptly negotiated with the Bristol Company the purchase of 200 rolling chassis to be sent to Bertone. Giovanna, the daughter of Franco Scaglione recalls that Stanley Arnolt fell in love with the Abarth Biposto, and specifically asked for Scaglione to design a stylish roadster based on the Bristol chassis. The work would be very difficult because the engine had carburetors placed on top of it and required a tall hood line. Yet, the master of Aerodynamics came up with a very clever solution: a scoop for the carburetors would allow for the lowering of the hood below it and the raised fenders with sharp edge would visually distract the eye with their voluptuous lines. A simple grill flanked by two big headlights would hide most of the air intake opening.





'404X3119' during the 1956 Paris Motor Show



At the rear, the same curvaceous fender design would continue, ending with two simple round taillights. Minimalistic design, yet sensual and very aerodynamic. Tests with wool threads on the Italian Autostrada would prove the basic goodness of Scaglione design and the first prototype was shown at the London Motor Show late October 1953.

Three open models were offered ranging from the basic competition version (minimum fittings, minimal perspex screen instead of a windshield and leatherette seating) via the better-appointed Bolide (with side windows and a real windshield) to the fully equipped Deluxe (came with a bespoke cockpit with full instruments, leather seats, windshield wipers, winding side windows, a soft top and quarter bumper). There was also an enclosed coupé. Arnolt charged \$3,995 for the competition model, \$4,245 for the Bolide, \$4,995 for the Deluxe, and \$5,995 for the coupé.

The Bristol engine could be tuned to produce in excess of 150bhp, and before long the pretty Arnolts were making their mark in production sports car races in the USA. After class wins at Sebring and Le Mans in 1955, the works team was disbanded following the fatal accident that claimed the life of driver Bob Goldich, returning to Sebring in 1960 to capture class and team awards yet again. The recipe for the car's racing success was due to its extreme lightness at 2,100 pounds, a rigid chassis with perfect weight distribution, a very slippery body devoid of turbulence and the power and reliability of the BMW-engineered engine.

Arnolt-Bristol production ceased in 1963 after a total of around 140 cars had been sold, Bertone having had to devote most of its productive capacity to the new Alfa Romeo Giulietta Sprint. Twelve Arnolt-Bristols were destroyed in a fire at the factory.

Chassis number '404X3119' is unique because it was intended to be built as a coupé and then had its "roof cut off" by Arnolt to transform it into a roadster with a detachable hardtop. It is the only Arnolt Bristol to undergo this conversion and has kept the coupé's distinctive retractable headlights. According to historians, Stanley Arnolt wanted to showcase a special "European orientated" luxury automobile for the 1956 Paris Motor Show.

The car was painted in custom Candy Red metallic with a gold base coat, exactly like Bertone's Jaguar XK150 show car, while the luxurious interior was trimmed in beige Connolly leather with red piping, pop-up head lights, chrome bumpers and central gas tank. With these unique features, '3119' was designed to be more luxurious than the Deluxe, and Stanley Arnolt wanted to sell it for \$6,000, like the coupé, instead of the Deluxe roadster list price of \$5,000.





After the Paris Motor Show, '3119' was shipped to the Arnolt Company in the USA. It had the latest-specification BS1 MKII engine, number '324'. Upon arrival in the USA, the car was sent to the main Chicago showroom adjacent to the warehouse where the aforementioned fire destroyed 12 cars on 12th December 1956. Fortunately, '3119', being in the adjacent showroom, was damaged but not beyond repair. After the fire, the body and remaining parts were salvaged from the showroom (minus the engine, that had been removed and disappeared meanwhile) and sold to Dick Braund, a friend of Stanley Arnolt. In 1987 these components were acquired by Dave Knaack, who stored them in his warehouse.

Many years later, in 2013, Lieven Goeman, a prominent Arnolt-Bristol collector, purchased '3119' from Dave Knaack. Having owned some unique Arnolt Bristols, Mr Goeman immediately recognised the car's uniqueness and decided to restore it back to 1956 Paris Motor Show specification. The restoration to concours standard took more than six years to complete, such was the difficulty in finding genuine Arnolt Bristol parts for the rebuild. Every part of the car was returned to 'as new' condition with the finest attention to detail, and the coupé/roadster even received the very rare (fewer than five sets known) Borrani bi-metal wheels, which Mr Goeman had collected over the years. Since the original engine was lost in the Chicago fire, it has been replaced with one of the same BS1 MKII specification (number '258'), again fully revised and in as new condition having benefitted from just some very few shakedown kilometres after the car's full restoration as can also be seen in the engine bay, which looks 'as new'.

Finished in its original colour scheme of Candy Red metallic with red-piped beige leather interior, this ultra-rare, American-inspired, Anglo-Italian sports car is worthy of a place in any important private collection. The 'hardtop' coupe is eligible for most prestigious events including the Mille Miglia and world-class concours events like Pebble Beach Concours, where it was invited for the 2020 edition.

€850.000





Concours restoration by Porsche guru Manfred Hering of 'Early 911s'

1965 PORSCHE 911 2.0-LITRE SHORT-WHEELBASE COUPÉ

Chassis no. 302077

Engine no. 902227

- *Early '0-Programme' short-wheelbase model produced in August 1965*
- *Desirable 'Slate Grey' over black*
- *Matching numbers and colours*
- *Concours-standard restoration completed in 2019*
- *Shakedown kilometres only since completion*





"Our mission is to maintain historic, air-cooled Porsches up to the construction year 1998 in a good mechanical condition for today's owners and future generations. We restore cars that have been used for decades to their original condition. Here at Early 911S, we keep the know-how of that time alive and apply it with the same passion in order to preserve the era of the air-cooled Porsche 911s and maintain the beauty of these cars – with perfection right down to the smallest detail." – Early 911s.

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

The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the chassis/body 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.

This particular 911 is one of the early, short-wheelbase cars of the type much favoured by the historic rallying fraternity, a situation that has led to original examples such as this one becoming a great rarity. It belongs to the '0-Programme' series built from the start of production in August 1964 up to the introduction of the 'A-Programme' model in August 1967, and thus represents the Porsche 911 in its earliest and purest form.





Manufactured on 23rd August 1965, chassis number '302077' was delivered on 30th September of that year (1966 model-year cars commenced production at chassis number '303391').

Originally ordered in Slate Grey, the 911 was delivered to a Porsche specialist in Waltham, Massachusetts named Mac-Han, who had ordered the car for Dr John Bird Lloyd of Brookline, Massachusetts. In 1981, the 911 was sold to James F Basso of New Jersey and was still titled to him when it was purchased by Porsche 'guru' Manfred Hering, proprietor of the renowned marque specialists, 'Early 911s'. Restored entirely in-house, the car comes with a complete and detailed photographic record of the restoration together with a list of the replaced and restored parts. This 'last nut and bolt', no expense spared restoration was finished in 2019, since when the 911 has only been driven a handful of shakedown kilometres to ensure there were no issues.

'302077' is fully matching: the engine, gearbox, exterior colour, and interior colour being original; likewise the very hard to find Solex carburetors as can be seen from the restoration files. It is worthwhile noting that this concours-condition car, in the most desirable and rare Slate Grey colour, is identical to the one in the Porsche museum.

A wonderful opportunity to acquire an 'as new' example of the iconic Porsche 911 in its earliest and purest form, fresh from a concours-standard restoration to the exact Factory specifications by one of the best specialists in the business.

€270,000





2015 FERRARI F12 'TDF 64' BERLINETTA

Chassis no. ZFF74UHB000207487

- Unique 'TdF 64' specification by Ferrari's 'tailor made' department
- Commissioned by Francorchamps Motors Brussels
- Delivered new in Luxembourg
- One owner and only 14,500 kilometres from new
- Immaculate condition



This Ferrari F12 Berlinetta 'TdF 64' (its official factory designation) is unique. The car was designed by Ferrari SpA's 'tailor made' department in Maranello at the request of Francorchamps Motors Brussels (FMB) to commemorate the victory of Lucien Bianchi and Georges Berger in the 1964 Tour de France Auto driving the Ferrari GTO entered by Jacques Swaters' Écurie Francorchamps.

Introduced to the motoring public at the 2012 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. "... the company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds," declared *evo* magazine, continuing: "It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability."

Ferrari's gorgeous new berlinetta was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by *Top Gear* magazine, and in 2014 receiving the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that 'the heart of every Ferrari is its engine', and the F12's 6.3-litre, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the 'Best Performance' and 'Best Engine above 4.0 litres' categories in the 2013 'International Engine of the Year Awards'. With 740hp on tap, this class-leading power unit - one of the most powerful ever installed in a Ferrari road car - delivers stupendous performance, propelling the F12 to 100km/h in 3.1 seconds on its way to a top speed of 337km/h. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo; even the hardcore 599 GTO was slower.

But these days even a supercar has to make the odd concession in the interests of fuel economy, and with this in mind the F12 incorporated Ferrari's HELE stop/start system that reduces consumption when idling. Paddle shifters mounted on the steering wheel - an innovation pioneered by Ferrari in Formula 1 - had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the F12's steering wheel, while improved carbon-ceramic brakes helped keep things in check.





Start of Tour Auto 2015



Chantilly Arts & Elegance 2015



The engine/transmission package was mounted in an aluminium spaceframe chassis - developed by Ferrari's close neighbours and long-time collaborators, Carrozzeria Scaglietti - that represented significant gains in rigidity and weight reduction when compared with the preceding 599 GTB. As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.

The only one of its kind, this F12 Berlinetta edition 'TdF 64' was completed in December 2014 and made its debut in front of the world's motoring press in January 2015. One month later the car was displayed on the Ferrari stand at the Geneva Motor Show finished in the historic colour scheme of Argento Auteil with contrasting stripe in Giallo across the bonnet and front wings, referencing the livery of the Bianchi/Berger 250 GTO of 1964. The car is supplied with two separate sets of fully electric seats: one set in Heritage Mahagoni leather, the second in Blue Historic fabric (similar to the colour and fabric of the original GTO's seats). Interestingly, this car was used by Ferrari to test two new materials for the first time: Superfabric and Mycroprestige black fabric.

Ferrari invited the 'TdF 64' to many prestigious events: Tour de France Auto (2015); Targa Florio Classica in Sicily (2015); Chantilly Arts & Elegance (2015, 2016); and various Ferrari Owners Days. In May 2015 the French TV channel TF1 tested the Ferrari F12 'TdF 64' on the Spa-Francorchamps racetrack.

Delivered new to Luxembourg via Francorchamps Motors and still in the hands of its original owner, the 'TdF 64' is in excellent condition with only 14,500 kilometres on the odometer. Its most recent service was carried out by FMB on 11th September 2020. Free yearly maintenance by official Ferrari dealers is available until end of 2022. The F12 'TdF 64' comes with all its original official documents signed by Sergio Marchionne (former CEO of Ferrari SpA) with dedicated materials and links to many videos, press articles, and other media.

Last but not least, this unique and highly collectible Ferrari F12 'TdF 64' can legally keep its official Luxembourg registration.
€390.000



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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).

SYMBOLEN NAAST DE KAVELNUMMERS:

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

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

AUTO'S VOOR VERZAMELAARS

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

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

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

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

KAVELS EXPORTEREN

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

EXPORTVERGUNNING

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

AUTEURSRECHTEN

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

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

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

WET EN JURISDICTIE

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

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

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

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

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

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Registration and Bidding Form

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

This sale will be conducted in accordance with Bonhams' Conditions of Sale 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.

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Would you like to receive information from us by email? ☐ or post ☐

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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.

If successful

I will collect the purchases myself ☐
Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

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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.			
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€200 - 500by 20 / 50 / 80s		€20,000 - 50,000by 2,000 / 5,000 / 8,000s	
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€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	
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The auctioneer has discretion to split any bid at any time.			
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Company name (to be invoiced if applicable)			
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By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.			
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If registered for TVA in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>		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 & TVA)	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 TVA) 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

Index

Lot no	Year	Model			
4	1975	Honda 72cc Dax White Lady	34	1980	Ferrari 512 BB Coupé
1	1975	Honda 49cc Z50J 'Monkey Bike'	33	1995	Ferrari F512M Coupé
5	1991	Honda 49cc Z50J Baja Limited Edition	35	2005	Ferrari F430 Spider
2	1999	Honda 49cc Z50J Gorilla Limited Edition Spring Collection	32	2005	Ferrari 612 Scaglietti Shooting Brake
3	1986	Suzuki RB50 Gag Minibike	12	1931	FIAT Tipo 514 CA 'Coppa del Alpi' Competition Roadster
			6	1963	FIAT 500 Jolly Beach Car
10	1957	AC Ace-Bristol Roadster	25	2005	Ford GT Coupé
36	2010	Alfa Romeo 8C Spider	21	2018	Ford GT Coupé
9	1955	Aston Martin DB2/4 3.0-Litre Sports Saloon	30	1954	Jaguar XK120 SE Roadster
18	1954	Austin-Healey 100/4 BN1 D'leteren Coupé	28	1965	Jaguar E-Type 4.2-Litre 'Series 1' Roadster
8	1956	Austin-Healey 100/4 BN2 Roadster to 100M Specification	20	1969	Lamborghini Espada Series I Coupé
29	1956	Bentley S1 Continental Coupé	24	1969	Lamborghini Islero S Coupé
31	1940	BMW 327 Sport Cabriolet	17	2019	Mercedes-Benz AMG GT R PRO Coupé
14	1958	BMW 503 3.2-Litre Series II Cabriolet	16	1958	Mercedes-Benz 300 SL Roadster with Hardtop
27	1959	BMW 507 Series II Roadster	7	1966	Mercedes-Benz 230 SL 'Pagoda' ZF 5-speed with Hardtop
23	1962	Facel Vega Facel II Coupé	19	1976	Porsche 911 2.7 Carrera MFI 'Belgian Gendarmerie' Targa
15	1958	Ferrari 250 GT Series I Coupé	11	2019	Porsche 991.2 Speedster
26	1961	Ferrari 250 GTE 2+2 Coupé			
22	1963	Ferrari 250 GT Lusso Berlinetta			



LOT 19

One of 20 special cars ordered by the Belgian Gendarmerie

**1976 PORSCHE 911 2.7 CARRERA MFI
'BELGIAN GENDARMERIE' NARROW BODY TARGA**



LOT 9

Ordered new by King Baudouin of Belgium

1955 ASTON MARTIN DB2/4 3.0-LITRE SPORTS SALOON



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AUCTIONEERS SINCE 1793

