

Bonhams



THE ZOUTE SALE[®]

Including the Lancia Collection of Anthony Maclean

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | October 10, 2021



LOT 15

1968 MASERATI MISTRAL 4.0-LITRE SPYDER

Coachwork by *Carrozzeria Frua*



LOT 14

1970 MASERATI GIBLI 4.7-LITRE SPYDER
Coachwork by *Carrozzeria Ghia*



As Head of the European Motor Car Department for Bonhams it gives me very great pleasure to return to Knokke Le Zoute for the ninth auction sale in this luxurious holiday resort which is the epicentre of lifestyle and art on the Belgian seaside. My special thanks go to Mr. Piet De Groote the Mayor, the town of Knokke-Heist, all its officials and naturally the organisers of Zoute Grand Prix, Filip and David Bourgoo and their entire team.

We have sourced an exciting and varied selection of collectors' cars including a fabulous private collection of Lancias, with a particularly strong accent on quality rather than quantity and with a number of lots offered without reserve allowing buyers not vendors to determine the correct current market 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 2021 the sale returns to the beach but this year on a Sunday, a spectacular and quite unique sale venue to discover for those still unfamiliar with it.

In our commitment to holding this 2021 sale in these restrictive sanitary conditions here in Belgium's most prestigious seaside resort, Bonhams wishes 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.

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

Knokke Le Zoute, Belgium | Sunday 10 October 2021, 2pm
Knokke – Het Zoute, België | Zondag 10 oktober 2021, 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

Knokke Le Zoute
Albertplein
8300 Knokke
Belgium

VIEWING

Thursday 7 October
11am to 6pm
Friday 8 October
11am to 6pm
Saturday 9 October
11am to 6pm
Sunday 10 October
From 9am to 12pm

AUCTION DATE AND START TIMES

Sunday 10 October 2021, 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

26997

ONDER JURISDICTIE VAN

Me Alex Dockers
Gerechtsdeurwaarder in Waregem

BONHAMS 1793 LTD

Boulevard Saint-Michel 101 1040
Brussel
België
Bedrijfsregistratienummer België
841074627

Knokke – Het Zoute
Albertplein
8300 Knokke
België

BEZICHTIGING

donderdag 7 oktober
van 11.00 uur tot 18.00 uur
vrijdag 8 oktober
van 11.00 uur tot 18.00 uur
zaterdag 9 oktober
van 11.00 uur tot 18.00 uur
zondag 10 oktober
van 09.00 uur tot 12.00 uur

VEILINGDATUM & AANVANGSTIJD

zondag 10 oktober 2021, 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

26997

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 have been received.

As we must clear the venue on Monday, customers must notify **by email** to Marie Gaillarde of Bonhams no later than 8pm on the day of the Sale if they will be collecting their vehicle on Monday 11 October no later than 12noon. Please note that if Marie Gaillarde hasn't received your notification on Sunday evening, all vehicles will be removed to a temporary storage facility by the logistics company Exclutrans on Monday 11 October at your expense and risk.

Marie Gaillarde can be contacted on: marie.gaillarde@bonhams.com
In the absence of customer instructions, all vehicles will be removed to a temporary storage facility by the logistics company Exclutrans at your expense and 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 THE VENUE

€185 + VAT per motor car

STORAGE CHARGES

First 14 days €25 + 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

Please note that for lots which are subject to the normal local duty/import tax on Hammer Price and/or Buyer's Premium: as Bonhams is the guarantor of the customs duties and taxes clearance, these motor cars cannot be released to the buyer or his transporter immediately after the sale.

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

Transports Roger BENAİM
Contact: Frank or Anthony
+33 (0)6 16 01 16 01
frank@rogerbenaim.com
+33 (0)6 64 04 27 37
anthony@rogerbenaim.com

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.

Gezien de veilinglocatie wordt ontruimd op maandag 11 Oktober, zullen kopers Bonhams moeten informeren als ze hun objecten al dan niet zelf zullen ophalen op maandag 11 Oktober en niet later dan 12u 's middags. Dit kan **per e-mail** naar Marie Gaillarde bij Bonhams ten laatste tegen 20u op zondagavond 10 Oktober.

Houd er aub rekening mee dat als Marie Gaillarde uw instructies niet heeft ontvangen op zondagavond, de door uw gekochte voertuigen zullen worden getransporteerd naar de tijdelijke stockage bij het transportbedrijf Exclutrans (Maldegem, België), op uw kosten en risico, op maandag 11 Oktober. Marie Gaillarde kan worden gecontacteerd op volgend mailadres: marie.gaillarde@bonhams.com

In het geval wij geen instructies ontvangen zullen deze voertuigen 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 bidders bij afwezigheid voorafgaand aan de verkoop alternatieve regelingen treffen met betrekking tot het afhalen van de goederen. Alle opslag- en verwijderingskosten moeten voorafgaand aan het afhalen of verdere transport volledig worden voldaan.

Betalingen moeten worden geregeld met **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 ontvangen hebben wanneer zij deze afhalen.

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF VEILINGLOCATIE

€185 + BTW per motorvoertuig

OPSLAGKOSTEN

Eerste 14 dagen: €25 + 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

Hou er aub rekening mee dat voor voertuigen die ongeworpen zijn aan de lokale import tax op de hamerprijs en/of koperscommissie, Bonhams de borghouder is van de douanetaxen en de belastingafhandeling. Deze voertuigen kunnen niet vrijgegeven worden aan de koper of zijn transporteur onmiddellijk na de veiling.

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

Transports Roger BENAİM
Contact: Frank or Anthony
+33 (0)6 16 01 16 01
frank@rogerbenaim.com
+33 (0)6 64 04 27 37
anthony@rogerbenaim.com

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 10 October 2021 to Monday 11 October 2021 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 10 oktober tot maandag 11 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

Bonhams 1793 Ltd

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

Contact details during the sale period
from 5 October:

+33 (0) 1 42 61 10 11
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FOR ALL CORRESPONDENCE

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www.showcasesvs.co.uk

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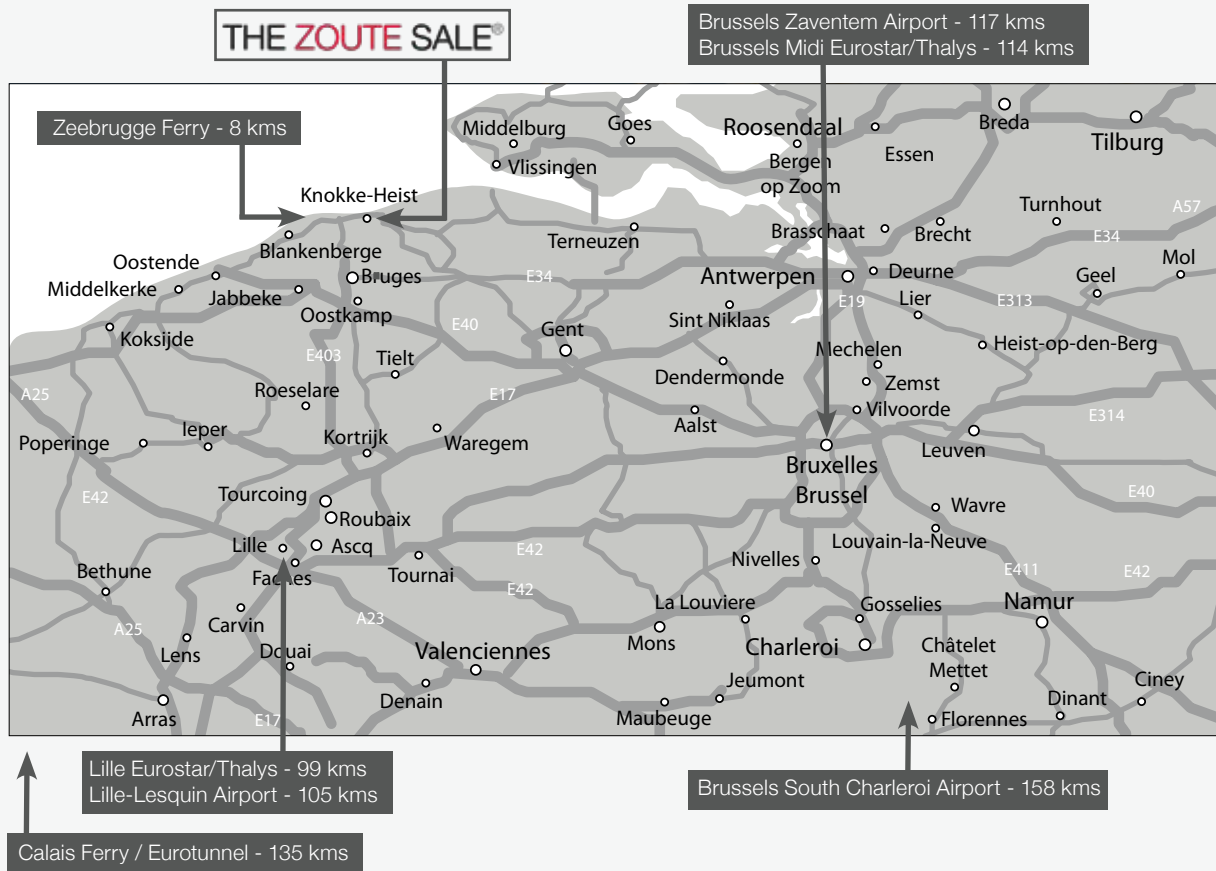
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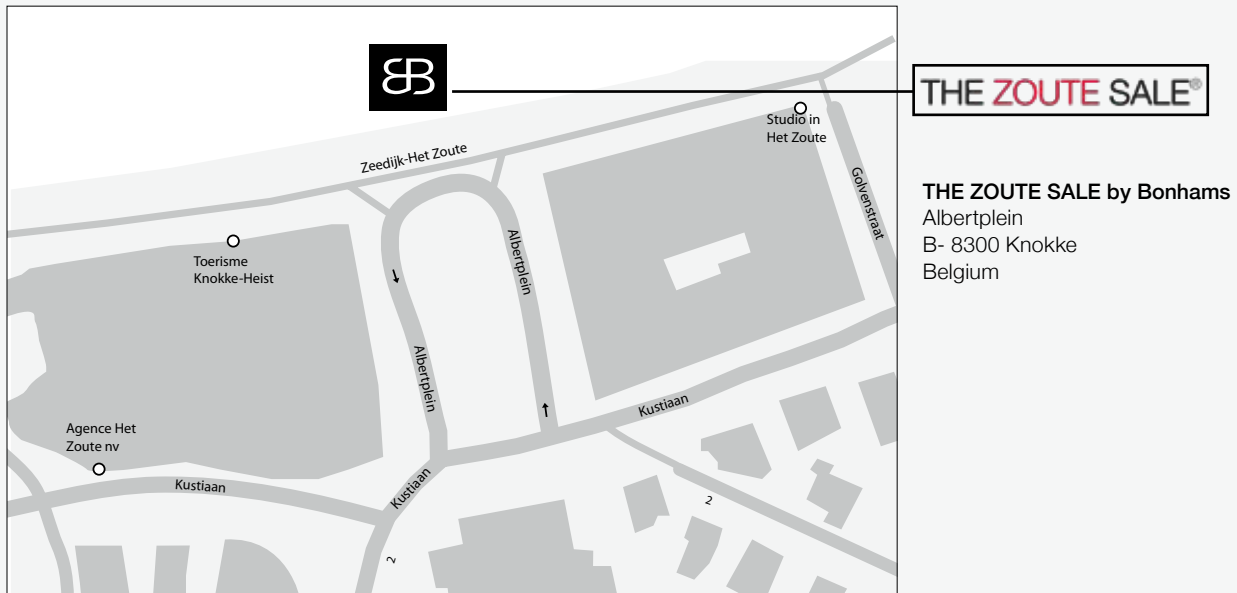
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Directions to Knokke le Zoute, Belgium



The Zoute Sale



Motor Cars

Lots 1 - 60

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



LOT 39

2005 FERRARI 575 SUPERAMERICA 6-SPEED MANUAL GEARBOX



1

1984 HONDA Z50J MONKEY LIMITED 'GOLD' EDITION

Chassis no. Z50J-1603709

Engine no. Z50JE-1603680

No class of motorcycles is more collectible than Japanese mini-bikes, particularly those of the Honda 'monkey bike' family. Offered here is an example of the rare and collectible 1984 1st series Honda Gold Monkey (there was a 2nd series in 1997). A Limited Edition model, it is one of only 5,000 built solely for the Japanese market and not officially sold abroad. We have been advised by the vendor that the machine is highly original, showing some very minor signs of age (slight oxidation, typical for this model, is evident) but otherwise in good original condition having recorded a mere 2,692 kilometres from new. A 'must have' for the serious mini-bike collector, this charming little machine is offered with Belgian registration documents (date of first registration 1989).

€4,000 - 6,000

No Reserve



2

2 kms from new

2014 HONDA MONKEY FI BANANA

Chassis no. AB27-2103607

Engine no. AB28E-1203618

Offered here is an example of the rare and collectible 2014 Honda FI Banana 'Monkey Bike', which is presented in effectively 'as new' condition how it left the factory. We've been advised the bike was never started, nor fuelled and the 2 kilometres recorded is from pushing the bike around since 2014. A collectors' item built only for the Japanese market, it features fuel injection instead of the earlier models' carburettor induction and is highly sought after outside its native land. A 'must have' for the serious mini-bike collector, this charming little machine comes complete with manuals, mirrors, and separate battery liquids - just as it left the factory. Offered with Belgian registration documents. Please be advised that due to the 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 rate prevailing in the country of registration.

€8,000 - 10,000

No Reserve



3

0 kms from new

2002 HONDA MONKEY LIMITED EDITION 'CB750 KO'

Chassis no. AB27-1303497

Engine no. AB27E-1035720

Offered here is an example of the rare and collectible 2002 'CB750 KO', a limited edition tribute to the four-cylinder Honda CB750 that had set the pattern for the modern motorcycle when it arrived in 1968. Finished in the original CB750's colour scheme, the model was sold only in Japan. This example was delivered new in 2002 and has been dry-stored since. It remains in effectively 'as new' condition, never having been fuelled up and with 0 kilometres recorded, making it exceptionally desirable. A 'must have' for the serious mini-bike collector, this charming little machine comes complete with all its original manuals, toolkit etc and old UK registration papers as well as current Belgian registration documents (showing an older date of first registration, 1985). Please be advised that due to the 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 rate prevailing in the country of registration.

€8,000 - 10,000

No Reserve



4

1992 HONDA Z50J MONKEY 'BAJA AFRICA'

Chassis no. Z50J-2002785

Engine no. Z50JE-1901368

One of the most desirable and highly sought after of all Honda 'Monkey Bikes', this Baja features the ultra-rare 'Africa Kit', available only Japan, which was inspired by and paid homage to Honda's Africa Twin, one of Japan's first forays into the 'Big Trailie' market and the Paris-Dakar rally winner in 1987. The Africa Kit could be ordered from Honda as optional accessory and was purely a cosmetic body kit, requiring no changes made to the bike. The Africa Kit was expensive and relatively few were sold, making machines so-equipped something of a 'Holy Grail' for Honda Monkey Bike collectors. An older restoration with only 2,742 kilometres recorded, this ultra-rare Monkey is offered with Belgian registration documents (date of first registration 1989).

€17,000 - 20,000

No Reserve



5

MASERATI 250F CHILD'S CAR

Chassis no. 006

Forever associated with five-time Formula 1 World Champion, Juan Manuel Fangio, the Maserati 250F is the quintessential front-engined Grand Prix car. Introduced for the 1954 season, the 250F was constructed around a tubular ladder-frame chassis, with independent front suspension and a De Dion rear axle, and was powered by a 2½-litre double-overhead-camshaft straight-six engine. Fangio secured two Grand Prix victories with the 250F before leaving for Mercedes-Benz, ending the '54 season as Formula 1 World Champion for the second time. Having secured a further two F1 World Championships, Fangio was back behind the wheel of a 250F for the 1957 season. Fangio drove to four more World Championship victories in '57, including his legendary win at the Nürburgring where he overcame a 48-second deficit following a botched pit stop, passing race leader Mike Hawthorn on the penultimate lap. In doing so he broke the lap record ten times. Fangio's final win, this performance at the wheel of a Maserati 250F is often regarded as the greatest drive in Formula 1 history. This half-scale 250F child's car is exceptionally well built and a beautiful work of automotive art. Hardly ever used, this child's car is presented in excellent condition throughout. It features a metal body on a tubular chassis and is powered by a rear-mounted four-stroke petrol engine, which drives the three-speeds-plus-reverse transmission via a centrifugal clutch. It also boasts the convenience of electric starting and adjustable pedals (to suit drivers of different heights).

€20,000 - 30,000

No Reserve





6

1951 VESPA 125CC V31T FARO BASSO

Chassis no. 130600
 Engine no. 130499

Along with the rival Lambretta, the Piaggio-built Vespa mobilised an entire generation of Italians in the immediate post-war years, the hitherto humble scooter going on to become part of youth culture in the 1960s as favourite transport of the fashion conscious. The name 'Vespa' (wasp) is said to have been inspired by the buzzing sound made by its single-cylinder two-stroke engine. Since its introduction in 1946, millions have been made and countless different versions come and gone, yet the Vespa of today remains recognisably related to the first one made some 60 years ago. Classic? Most definitely. This Vespa Faro Basso (low headlight) model is the same as that used in the 1953 movie Roman Holiday starring Audrey Hepburn and Gregory Peck, which brought the Vespa scooter - hitherto little known outside its native Italy - to the attention of a wider world. This model is very sought-after because of its partly aluminium bodywork, unlike all later Vespas, and was most often seen finished in this Verde metallizzato (Max Meyer 6002M green metallic), the original colour for this example. This machine was delivered new in Amsterdam by the local importer Riva. It underwent a full restoration in 2016 by marque specialists Vespa Lifestyle Store using only original parts from Piaggio, the engine being rebuilt by Jac Janssen (well-known by Vespisti). Presented in restored condition throughout, this charming early Vespa is offered with its original and current Netherlands registration documents.

€14,000 - 18,000
No Reserve



7

1964 FIAT 500D TRASFORMABILE

Chassis no. 754014
 Engine no. 830266

- Desirable *Trasformabile* (opening roof) model with suicide doors
- Delivered new in Italy
- Believed only 3 owners from new
- Restored in 2016
- Original Italian libretto on file

Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form, which nevertheless brought with it a small gain in horsepower. With the introduction of the 500D, the short sunroof first seen on the Sport became available on the standard saloon. The Nuova 500 was an immense success for FIAT, and by the time production ceased in 1975 almost 3,000,000 of these adorable little cars had been sold. The original FIAT 500 remains as popular today as it ever was and recently was voted 'Sexiest Car' by the readers of the UK's Top Gear motoring magazine. This FIAT 500D *Trasformabile* was sold new in Terni, Italy in September 1964 to one Leandro Grilli and comes with its original libretto and current Italian registration papers. According to the original Italian documents the car has had only two previous owners in Italy. Presented in the lovely colour scheme of Verde Acquamarina over a red interior, the car has benefitted from an extensive restoration to a very high standard which was finished in 2016. Today the car is still presented in excellent condition, ready to be enjoyed.

€24,000 - 30,000
No Reserve



1991 BMW Z1 ROADSTER

Chassis no. WBABA91000AL06826

- Less than 20 kilometres from new
- One of 8,000 made
- One of only 228 in Magic-Violett
- Registered in Germany



"The car (Z1) was not especially cheap to buy but was built to BMW's traditionally high standards. Some regarded the car as faultless, and it was certainly among the best-handling sports cars, but the important point for BMW was its standing. BMW had returned to making true sports cars after many years' absence." – Lawrence Meredith, *BMW: 1975 – 2001*.

A 'concept car' first shown by BMW in 1986 and officially presented at the Frankfurt Motor Show in 1987, the Z1 sports roadster was used to showcase emerging automotive technologies, including the 'internal skeleton' method of construction best known for its use by Rover in the 2000 model of 1963. Moulded plastic panels clothed the galvanised steel chassis, which was braced by a moulded composite under-tray. Unusually, the doors dropped into the body sides to provide access. The car could be driven with all the panels removed, and it was suggested that owners might want to buy a second set in an alternative colour!

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

Finished in striking Magic Violett metallic with black interior, this amazing BMW Z1 shows only 16 kilometres on the odometer at the time of cataloguing, and as such surely represents a unique opportunity to purchase an example in as effectively 'as new' condition. According to the German Z1 Club web site, only 228 of the 8,000 Z1s produced were delivered in this colour.

The Z1 was delivered new in Germany but the first owner did not register the car, which was kept indoors in the entrance to his office. The Z1 was first registered in 1996, and only then to enable a future custodian to continue its registration. The Z1 has only undergone an in-house oil change while in the current owner's care. He also reports that the 'disappearing' doors have been repaired (they are a common weak point of these striking roadsters).

Offered with the aforementioned German Fahrzeugbrief with a single recorded owner, and all factory manuals in their original pouch, this stunning Z1, showing only delivery mileage, is one for the discerning collector.

Please be advised that due to the 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 rate prevailing in the country of registration.

€90,000 - 120,000

No Reserve



9 †

One registered owner from new

1990 PORSCHE 911 TYPE 964 CARRERA 4 COUPÉ

Chassis no. WP0ZZZ96ZLS405342

Engine no. 62L10662

- *Circa 28,000 kilometres from new*
- *Rare and desirable 'Forest Green' colour scheme*
- *Supplied new in Spain*
- *Service history, books, tools*





"In no uncertain terms, the 911 Carrera 4 represented one of the most significant steps forward for the company technically, for many years." - Glen Smale, *'Porsche: The Carrera Dynasty'*.

Representing a major step forward in the development of Porsche's perennial 911, the Carrera 4 and Carrera 2 ('Type 964' in factory parlance) had been launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production model. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre, 250bhp, air-cooled flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still meet the latest emissions regulations, top speed increasing to 260km/h with 100km/h attainable in 5.4 seconds.

This first generation Carrera 4 Coupé was supplied new in Madrid, Spain, to the company of the current vendor and has covered a mere 28,000 kilometres from new. A copy of the purchase invoice (from new) confirms the original colour scheme as 'Verde Cantabria' or 'Forest Green' metallic over Beige leather interior. Fitted with factory air conditioning, the car was delivered new in April 1990. Mr. Cobian, who ordered the car new but unfortunately passed away in 1993 since when the car has hardly been used for the next couple of years, now driven by Mrs Cobian. Only from 2000 onwards the car seems to have been taken to the road more actively again with only 17.260 kms recorded (service details on file). Since Mrs. Cobian used the car in the city centre, some small scratches from parking the Carrera 4 made them decide to respray the car, in its original colour of course. The last service was carried out in April this year at 27.864 kms. It is believed only two 'Forest Green' Carrera 4's were delivered new in Spain at the time.

Still on its original Spanish plates M-9201-KY and offered from the family company that bought it new, this low mileage Carrera 4 comes with its original Spanish registration documents, copy of the original sales invoice, a history file of service records and invoices plus the original pouch, manuals, tools, two keys and even the original key card.

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

€50,000 - 70,000

No Reserve



1972 MERCEDES-BENZ 280 SL PAGODA WITH HARDTOP

Chassis no. 113044-10-023810

Engine no. 130983-10-008158

- Dark Blue (MB904) from new
- Matching chassis and engine numbers
- Desirable manual gearbox example
- Fully restored by Top Classics 2017-2018
- Well-documented
- Long-term private ownership (1972-2014)



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

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

The last of a popular and highly successful line began with the 230 SL of 1963; the Mercedes-Benz 280 SL was introduced in 1967, powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 200km/h top speed was not more significant, but it was remarkably quicker off the mark. Its 0-100km/h time of 10 seconds is a whole second better than its predecessor's.

Autocar was full of praise for the 280 SL's effortless performance: "Those going abroad will be pleased to know that the 280 SL can sustain 160km/h with ease and still have a good bit in hand for surging up to 192km/h when traffic and conditions permit. All the time, the engine is smooth, and it has a sweet song to its exhaust note, which starts as a deep throb and builds up to a busy hum at maximum revs."

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





This superb manual transmission 280 SL Pagoda was ordered new by Mr John I. Clark from Winsconsin, USA, in April 1971 as a European delivery including US equipment from the Mercedes Factory in Sindelfingen for the total price of \$7731 (invoice on file). Ordered in April 1971 in Germany, this Pagoda was registered in 1972 in the US for the first time and is believed to have stayed with its first owner for over 40 years. According to the US-Title, the 280SL remained with the Clark family until shortly after Mr. John I. Clark's death in 2014.

After its return to Europe in 2016, this Pagoda has been converted to European specification with the correct headlights, taillights, speedometer, etc. Furthermore, it benefits from a complete, no-expense-spared restoration carried out in Belgium between September 2017 and September 2018 by renowned marque specialists, Top Classics. The car has been refinished in its original and highly desirable exterior colour of Dark Blue (904). The interior has been fully re-trimmed in contrasting natural leather (originally black) and features luxurious bouclé carpeting. The black Sonnenland three-layer soft-top is new, while additional insulation in the doors and floor make for an enhanced and more comfortable driving experience.

Once the car had been dismantled, the bodyshell was sand-blasted and any areas of corrosion repaired before applying the first coat of epoxy primer. The suspension and rear axle were overhauled and powder-coated, and new shock absorbers fitted all around. The braking system was renewed in its entirety, including the handbrake mechanism and a completely new fuel system installed (tank, pump, fuel lines, etc.). The exhaust system is new throughout. The original engine and gearbox likewise have been completely overhauled, a new cylinder head was installed at the same time we've been advised. All the brightwork has been re-chromed to the highest standard, while new colour-matched wheels shod with whitewall tyres complete the picture. The whole process has been nicely documented in the car's file together with some older correspondence, invoices including the original purchase invoice from new, MB-Datenkart.

The car comes with the old US title dated 1972 from its first owner and current Belgian registration documents as well as recent technical inspection. An exceptionally well-restored Mercedes-Benz 280 SL 'Pagoda' with hardtop presented in beautiful condition and hardly 650 kms driven since its extensive restoration.

€85,000 - 125,000
No Reserve



11 *

**1953 ASTON MARTIN DB2
VANTAGE DROPHEAD COUPÉ**

Chassis no. LML/50/289
Engine no. VB6B/50/1149

- *Rare drophead coupé model*
- *Delivered new to the USA*
- *Matching numbers factory VB6B Vantage engine*
- *Believed to be one of only 28 left hand drive DB2 Drophead Coupés built*





Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's Willie Watson-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car: the DB2. (This power unit is commonly referred to as 'the Bentley engine', W O Bentley having been Lagonda's Chief Engineer at the time.) Announced in April 1950, with production commencing the following month, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor.

Writing in 1952, *Autosport's* John Bolster enthused: "The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved. (The model is remarkable for its comfort and luxury and is also about the easiest thing there is to drive, outside of the 'automatic transmission' carriages."

Bolster enjoyed the DB2's outstanding performance, particularly that of the 192km/h Vantage version, and remarked on the car's inherent safety and versatility: "Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin."

The body of the DB2 afforded its two occupants a generous amount of interior space and the considerable convenience, from the maintenance and accessibility point of view, of a forward-hinging entire front section. DB2 bodies were coachbuilt in the traditional manner, a situation that resulted in numerous differences between individual examples, most obviously in the treatment of the front grille. A drophead coupé version was announced towards the end of 1950. When production ceased in April 1953, a total of 411 DB2s had been made: 98 of them dropheads.





This DB2 drophead's guarantee form (copy on file) shows that it was built with the more powerful (125bhp-plus) VB6B 'Vantage' engine and left the factory in left-hand drive configuration. The original colour scheme was Silver Green with beige leather interior. The DB2 was destined for the USA, being delivered to the Arnolt distributorship in February 1953. Its first owner was J.J. Calvillo, Esq of Ferndale, Michigan.

Offered today from long-term storage this rare and highly desirable British classic will require an element of recommissioning prior to road use.

Please note this motor car is subject to the reduced local import tax should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€250,000 - 300,000
No Reserve





12 *

**1961 ASTON MARTIN DB4
'SERIES IV' SPORTS SALOON**

Chassis no. DB4/780/L
Engine no. 370/806

- *Factory left-hand drive, and delivered new to the USA*
- *Matching chassis and engine numbers*
- *Guarantee form copy available*





“When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year’s races.” - *The Autocar*, 3rd October 1958.

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era that neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by Willie Watson. Moreover, it was the first Aston Martin to carry Carrozzeria Touring’s ‘Superleggera’ bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4’s gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as ‘unmistakably Italian and yet... equally unmistakably Aston Martin.’ The 3.7-litre, six-cylinder power unit was the work of Tadek Marek, and had first been seen at Le Mans the previous year in the DBR2.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960.

A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights and new grille with seven vertical bars. The final, fifth, series was lengthened to accommodate more rear legroom and a larger boot, and somewhat lost the sportiness of the earlier series cars.





This left-hand drive 'Series IV' DB4 was delivered new to the J S Inskip distributorship in the USA and first owned by one Edward R Nichold of Barnardville, New Jersey. The accompanying guarantee form copy records that the car was finished in California Sage with fawn Connolly leather interior trim and that it was fitted with two wing mirrors. The AMOC Register records a subsequent owner in the USA as one D E Harvey.

Now being offered having been on static display, this matching numbers DB4 will naturally require recommissioning before returning to the road.

Please note this motor car is subject to the reduced local import tax should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€280,000 - 340,000

No Reserve

13
NO LOT





Property from a Private Collection





14

1970 MASERATI GHIBLI 4.7-LITRE SPYDER

Coachwork by *Carrozzeria Ghia*

Chassis no. AM115S 1183

- *One of only 125 Ghibli Spyders produced*
- *Desirable Borrani wire wheels*
- *Offered from long-term private ownership of 20 years*
- *Recently re-commissioned*





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

A masterstroke for Maserati, elevating the Modenese marque to the front rank of the prestigious Gran Turismo market, the Ghibli coupé was followed by the even more breathtaking Ghibli spyder, which stunned the motoring press and public alike when it was unveiled at the 1968 Turin Motor Show.

A strong contender for the 'most handsome car of the 1960s' title, Maserati's Ghibli had debuted in coupé form at the Turin Motor Show in November 1966. Styled at *Carrozzeria Ghia* by master stylist Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari 365 GTB/4 'Daytona' for straight-line performance - its top speed was close to 275km/h - while beating it for price and, arguably, looks. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

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

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live rear axle form. Perhaps surprisingly, the Ghibli set-up used leaf springs and a single locating arm in preference to the more complex suspension arrangements favoured by its rivals. The power unit was Maserati's venerable 4.7 litre, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. The performance was stunning, with 160km/h attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which, combined with the Ghibli's near-perfect weight distribution and low centre of gravity, made it one of the most flexible and easy-to-drive GTs of its era.





Even more sensational than the coupé was the handsome Ghibli Spyder, launched in 1969 and the direct rival of Ferrari's 'Daytona' Spyder. Giugiaro's styling for an open Ghibli was arguably even more successful than the original closed coupé and is rightly regarded as an all-time classic of sports car design. Well designed and easy to operate, the soft-top folded down beneath a lift-up panel when not required, thus preserving the Spyder's clean lines.

Ghibli production ceased in 1973 after approximately 1,149 coupé and 125 spyder models had been built. The Ghibli had been enthusiastically received in the USA and most were supplied there, while only a few went to Europe. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari 'Daytona' and represents exceptional value for money today, just as it did 40 years ago.

This Ghibli Spyder, chassis number '1183', left the factory on 7th July 1970 and was delivered new to the USA. The car's original colour scheme was Bianco Polo Park with Nero leather interior trim, and it left the factory equipped with the desirable ZF five-speed manual gearbox. Documents on file show that the Ghibli was registered in the Netherlands 22nd August 1996 and that it was imported into France by the official Maserati importer, Charles Pozzi, in June 2000. The Ghibli was sold to the current vendor on 27th April 2001 (bill of sale on file).

Offered from long-term private ownership of 20 years, the car has recently been mechanically re-commissioned with fresh fluids, new brake pads, engine tuning, etc. following a period of static display. A further shakedown is advised before enjoying this beautiful Ghibli Spyder's breathtaking performance to the full.
€500,000 - 700,000





15

1968 MASERATI MISTRAL 4.0-LITRE SPYDER

Coachwork by *Carrozzeria Frua*

Chassis no. AM109/SA1 725

- *One of only 37 Mistral 4000 Spydery produced*
- *Ultimate and most desirable 4.0-litre engine*
- *Aluminium coachwork*
- *ZF five-speed manual gearbox*
- *Offered from long-term private ownership of 24 years*
- *Recently re-commissioned*





"We do not suppose there are many cars whose names conjure up an aura of exotic glamour to the same extent as that of Maserati. Even now, many years after the company has withdrawn from any form of competition, past glories linger on." - *Sporting Motorist*.

Maserati's survival strategy for the 1960s centred on establishing the company - which hitherto had mainly concentrated on its Grand Prix and sports car racing activities - as a producer of road cars. The Modena marque's new era began in 1957 with the launch at the Geneva Salon of the Touring-bodied 3500 GT. A luxury aluminium-bodied '2+2', the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

The next development of the theme arrived in 1962. Built on the short-wheelbase chassis of the Vignale-bodied 3500 GT spyder, the Sebring coupé featured a five-speed gearbox, disc brakes and fuel injection as standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options.

Of a more sporting character than the Sebring, the last of these classic six-cylinder Maseratis, the Pietro Frua-styled Mistral, commenced production in 1964. The 3.7-litre version of the famous long-stroke Tipo 109 engine was fitted to most cars, other options being the 3.5-litre or, from 1966, the 4.0-litre unit, all of which came with Lucas fuel injection. A handsome two-seater on a shortened, square-tube chassis, the aluminium-bodied Mistral was built in coupé and spyder versions, the former's opening rear window hatch making it unusually practical for a sports car. A five-speed gearbox, disc brakes and fuel injection were standard equipment; automatic transmission, air conditioning, and a limited-slip differential the options. When equipped with 4.0-litre engine, the Mistral Spyder provided dazzling performance, with the 0-100km/h dash covered in a little over six seconds on the way to a top speed in excess of 240km/h. Production ceased in 1970, by which time a total of 828 coupés and 123 spyders had been built, only 37 being built to the ultimate 4.0-litre specification.





One of the 37 completed with the 4.0-litre engine, this Mistral Spyder was built on 19th October 1968 and delivered new to Naples, Italy. The car's original colour scheme was Azzura Vincennes with Senape leather interior trim, and it left the factory equipped with the desirable ZF five-speed manual gearbox. It should be noted that this car is now on Weber carburetors.

According to its original libretto, the Mistral was first registered on 7th April 1970 to a Mrs Caterina Nappi, a resident of Nola in the province of Naples in Italy, with the registration number 'NA 635866'. It was sold again in 1973 but presumably remained in the same province as the registration did not change. In 1978, the Maserati was sold to a Mr Marcello Zanotelli of Trento and ownership passed again to (presumably his son) Gherardo Zanotelli, also of Trento, in 1993.

The Mistral is offered from long-term private ownership since 1997 and has recently been mechanically re-commissioned with fresh fluids, new brake pads, engine tuning, etc. following a period of static display. A further shakedown is advised before enjoying its sparkling performance to the full. A real driver's car, ideal for classic tours or holiday driving, this exotic and Mistral 4000 Spyder is certain to delight the fortunate next owner.

€400,000 - 600,000





FURTHER PROPERTIES

16

One owner from new

1989 FERRARI F40 BERLINETTA

Chassis no. ZFFGJ34B000083620

- *Only 1,790 kilometres from new*
- *Ordered new through Garage Francorchamps*
- *Desirable 'non-cat, non-adjust' model*
- *Dry-stored since 1992*
- *Outstandingly original*
- *Comes with all books and tools*







"The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard." - *Autocar* magazine, May 1988.

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the iconic F40 was the ultimate supercar and is historically significant as the first production passenger car to have a claimed top speed of over 320km/h. It is also the last Ferrari to be personally approved by Enzo Ferrari prior to his death in 1988. A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288 GTO and like the latter mounted its power unit longitudinally rather than transversely. Much had been learned from the development of the Evoluzione version of the 288 GTO - intended for the soon-to-be-abandoned Group B competitions - which enabled Ferrari to take the F40 from drawing board to dealers' showrooms in just 13 months.

A 2,936cc quad-cam V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp at 7,000rpm. For the seriously speed-addicted, this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity. The doors, bonnet, boot lid and other removable panels were carbon fibre. Pugnaciously styled by Pininfarina, the F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil. Despite the need to generate considerable downforce - and with a top speed of 320kmh, higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34.





The F40's interior reinforced its image as a thinly disguised race-car, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR. *Autocar* concluded its test thus: "on a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to race car levels - and revel in it. ...there's little doubt it is the very personification of the term sports car." Even today the F40 has the power to impress.

When production ceased in 1992 only 1,315 of these quite exceptional cars had been completed, all of which were left-hand drive and finished in Rosso Corsa when they left the factory.







Today, much of the F40's enduring appeal is the fact that it is one of the last great 'analogue' supercars, designed and built at a time when the driver was expected to be in full control and before the introduction of electronic interventions in the form of anti-lock brakes, traction control, stability control, and paddle-shift automatic gearboxes, which have since become the norm. It also lacked a brake servo, air conditioning, interior door handles, and power steering... As Ferrari marketing executive Giovanni Perfetti explained: "We wanted it to be very fast, sporting in the extreme and Spartan. Customers had been saying our cars were becoming too plush and comfortable."

The F40 is for the most enthusiastic of our owners who want nothing but sheer performance." Even so, the F40 could not remain unaffected by the march of technological progress, gaining refinements such as ABS, catalytic converters, and adjustable suspension as development progressed. As one would expect, it is the early F40 representing the model in its purest and most basic form that is of the greatest interest to collectors.

Reacquainting himself with the F40, F50, and Enzo Ferraris for *Octane* magazine (July 2014 edition) racing driver Mark Hales declared: "The F40 is for me, the special one. Not just because I have spent so much time in them, but because it was such an explosive, other-worldly creation when it first appeared, and it still retains much of that character." Enough said.

A desirable non-cat, non-adjustable model, this particular F40 was ordered new by the current vendor in June 1989. A passionate motoring enthusiast and Ferrari aficionado, the current owner had bought several new Ferraris since the 1970s. When the F40 came out, he instantly fell in love with it and ordered one as a loyal customer of Garage Francorchamps, the famous Belgian Ferrari dealership of Jacques Swaters, a personal friend of the owner. The F40 was ordered with the optional wind-up windows, which the owner considered more practical than the basic sliding windows. He also ordered air conditioning.

The F40 was registered in the owner's company's name on 15th December 1989 through a leasing agreement, which had been cancelled by 1992 when the car was taken off the road. It would remain dry-stored for the next nearly 30 years. There is a service sticker in the door opening, reminding the owner to return the car for its next service at 6,000 kilometres in 1993!





The Ferrari comes with the following:

- Its first and only Belgian registration document
- Insurance document 12/12/1989 – 27/12/1990
- Original Certificate of Conformity by Ferrari importer Garage Francorchamps dated December 1989, Brussels
- Purchase contract (order) dated June 1989 mentioning the Ferrari F40 with extras (air conditioning and normal winding windows as options)
- The original leasing contract dated 13/12/1989
- Correspondence regarding the end of leasing contract in October 1992 after which the car was no longer registered
- Ferrari F40 magazine (Auto Collection No. 21) dedicated only to the F40 and describing the car in detail, dated 1994
- The original Ferrari F40 pouch containing all the original books including the original service book in the current and sole owner's name. The service book is stamped on one occasion only: at 1,226 kilometres on 11/06/1990 with Garage Francorchamps in Brussels
- Original tool kit

Today the odometer reads 1790 kms, the genuine mileage from new. Totally untouched and totally original, this ultra-low mileage and outstanding Ferrari F40 has hardly seen the light of day in 30 years making this almost certainly unique and fully documented example an incredibly rare find and worthy of the closest inspection.

Please be advised that due to the 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 rate prevailing in the country of registration.

€1,000,000 - 1,500,000
No Reserve





17

Owned by one Italian family from new

1968 FERRARI 365 GTC COUPÉ

Coachwork by Pininfarina

Chassis no. 12209

Engine no. 12209

- *Delivered new in Italy*
- *Single family ownership from new*
- *Matching chassis/engine numbers*
- *Matching colours*
- *Undergoing Ferrari Classiche certification*
- *Massini report on file*





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

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

Introduced late in 1968 as a replacement for the 330 GTC and given its first public airing at Geneva in March 1969, the 365 GTC was virtually identical in appearance apart from engine cooling vents relocated in the bonnet, a feature it shared with last of the 330s.

Installing an 81mm-bore 4.4-litre V12 in place of the 300 GTC's 4.0-litre unit boosted mid-range torque and flexibility while maximum power was raised to 320bhp at 6,600rpm; acceleration improved markedly and the luxury coupés top speed increased to over 240kmh.

Less obvious to the eye were the refinements made to the drive-train that achieved a marked reduction in cabin noise, a sign that Ferrari understood that 365 GTC customers valued comfort as well as high performance. A sumptuous leather-trimmed interior, electric windows, and heated rear screen were standard equipment, while air conditioning could be ordered as an option. Like so many European sports cars, the 365 GTC (and convertible 365 GTS) would fall victim to increasingly stringent US safety and emissions legislation, production ceasing after less than one year during which time around 150 GTC and 20 GTS models left the factory.





According to the accompanying Massini Report, the Ferrari 365 GTC offered here was completed in the Maranello factory in December 1968 and delivered new to the official Ferrari concessionaire in Verona, Dino Ravasio & Figli. It was then sold to its first owner, a resident of Padova in the Veneto region of Italy, and has remained in the same family's ownership for the last six decades. The car comes with the original warranty issued on 6th March 1969 and its Italian libretto recording the date of first registration as 15th March 1969. The original colour scheme was Blu Caraccalla with Bianco Molitan leather interior, the same as it is today.

According to the Massini Report, for the first few years the car was serviced at the factory in Maranello, with no fewer than 11 services recorded until 18th October 1971, when the odometer stood at 34,073 kilometres. The car would remain with its first owner until he sadly passed away in 2019. Since then it had not left the address where it was originally registered. The current odometer reading is a little over 54,000 kilometres.

Following a battery charge and oil change by renowned official Ferrari specialists Michelotto, the car started instantly and runs smoothly. A service sticker in the door opening suggests the immediately preceding service was carried out in 2015 by Bologna-based official Ferrari workshop Autofficina Sauro, who confirmed over the telephone that they had looked after the car for most of its life after the owner stopped having it serviced at the factory in Maranello.

Judging from the paintwork's condition, the Ferrari has been professionally repainted in its original colour at some time, while the car is as clean underneath as can be expected of one that has clearly been cherished and looked after all its life. The interior is equally clean with no cracks to the dashboard, and the light coloured leather is in beautiful condition. Presented in a very attractive colour combination and currently undergoing Ferrari Classiche certification, this very rare Gran Turismo Ferrari affords the fortunate purchaser the exciting opportunity to be only its second custodian.

€600,000 - 700,000





18

Formerly owned by SM designer Robert Opron

1974 CITROËN SM I.E. 2.7-LITRE COUPÉ

Chassis no. 00SC3494

- Formerly owned by Citroën SM designer, Robert Opron
- Sold by Opron directly to the Peugeot family
- Professionally restored to original specification 2014-2017
- Documented known continuous ownership history



Robert Opron proudly holding a model of the Citroën SM he designed.
© Peter Guenzel





Combining Citroën's advanced chassis technology and Maserati's unrivalled engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic self-levelling suspension; power-assisted all-round disc brakes; self-centring steering; and steered headlamps. Maserati was responsible for the 90-degree V6 engine, and after some juggling of bore/stroke dimensions, a capacity of 2,670cc was settled on for a power output of 170bhp.

The man responsible for styling the SM was Frenchman Robert Opron, who had managed to persuade the Citroën management that it would be a good idea to have a prestige Gran Turismo at the top of the range. His portfolio while at Citroën would include overseeing the GS and CX ranges, as well as face-lifting the immortal DS. Citroën was the world leader in passenger car aerodynamics at this time, the SM's class-leading drag coefficient enabling it to reach 225km/h, making it the fastest front-wheel-drive car ever at that time. Fuel injection arrived in 1972, nevertheless the model was prematurely (some would say criminally) axed in 1975 following Citroën's acquisition by Peugeot and the looming fuel crisis. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today after half a century.

This particular Citroën SM is of some historical significance as it was formerly owned by none other than Robert Opron, the driving force behind the model's creation. Robert cherished and enjoyed his SM, covering some 74,000 kilometres, until March 2006 when he sold it to a member of the Peugeot family. Its new owner, Mr. Jean Peugeot, through his company 'Set Up Racing', kept the SM for only a year before offering it for sale. It was sold to a collector, who owned the car for seven years, adding fewer than 18,000 kilometres to the 76,230 covered by 2007.

In 2014 the SM was sold to a respected collector of the marque, who commissioned Citroën specialist Guy Stoeckel in Alsace to carry out a thorough restoration, incorporating updates to the electrical and hydraulic systems, the infamous distribution chain modification for greater reliability, a full respray and more detailed work which was completed in 2017, making this a very superior example of the model. Related invoices are available and the car also comes with a history file containing ownership records, Belgian registration papers, Contrôle Technique, and other paperwork including a signed copy of the reference book tracing Opron's designer career. Now presented in beautiful condition, this historic Citroën SM represents a wonderful and possibly unique opportunity to acquire one of these 20th Century motoring icons previously owned by the man responsible for its creation.

€70,000 - 100,000



19

Only 1,300 kilometres from new

1991 ALFA ROMEO SZ COUPÉ

Coachwork by Carrozzeria Zagato

Chassis no. ZAR16200003000590

Engine no. AR61501000600

- One of only 1,036 built
- 'Il Mostro' controversial design by Robert Opron
- Italian delivery
- Pristine condition



"With little in the range of much performance intent, out of nowhere Alfa Romeo showed something called the ES30 design study at the 1987 Geneva motor show. The Alfa Romeo SZ was born. Those of a younger disposition might know Alfa Romeo products to be attractive, but underwhelming to drive. Well, the SZ was the other way around. Affectionately nicknamed 'Il Mostro', Alfa Romeo's Frankenstein shocked for many reasons, not least its brutalist styling." – *evo magazine*.

Reviving its tradition of building special-bodied Alfa Romeos, including the original SZ (Sprint Zagato) competition coupé of the late 1950s and early 1960s, *Carrozzeria Zagato* unveiled the outrageous new SZ at the Geneva Salon in March 1989. Under development for the preceding 19 months, the SZ was a joint project that also involved the styling departments of both Alfa Romeo and its parent company, FIAT, whose Robert Opron, formerly with Citroën, was responsible for the initial sketches. There are examples of other Opron-inspired masterpieces – the Citroën SM and Citroën CX – in this very sale. Opron's colleague Antonio Castellana was largely responsible for the final styling details and interior. The SZ lacked Zagato's characteristic 'double bubble' roof, while it has been suggested that its controversial styling resulted from early experiments with CAD/CAM (computer-aided) design. The SZ was built at Zagato's factory at Terrazano di Rho.

Originally typed 'ES 30' (Experimental Sports 3.0-litre) but known popularly as 'Il Mostro' (The Monster) the aggressive-looking two-seater coupé eschewed the rounded styling and aluminium-alloy coachwork hitherto associated with Zagato's high-performance Alfas in favour of an angular bodyshell crafted in lightweight moulded plastic - alloy roof excepted - which was bonded to the floor pan of the existing Alfa 75. Nowadays, smaller multiple light sources are relatively commonplace, which makes the controversial SZ, with its two clusters of three small headlights, recessed into the wide front grille, a design ahead of its time.

Lessons learned from the latter's IMSA racing programme influenced the SZ's suspension, which endowed the car with superlative handling and roadholding, some drivers recording lateral cornering forces of up to 1.4G during testing. Suspension development was overseen by engineer Giorgio Pianta, formerly team manager of the FIAT and Lancia works rallying teams. There were Koni adjustable hydraulic dampers all round and power assisted steering, but no ABS.





Powering the SZ to its highly respectable 245km/h top speed was a 210bhp version of Alfa's superb 3.0-litre four-cam V6. Designed by Giuseppe Busso, Alfa's V6 is widely recognised as one of the finest power plants of recent times, and it is certainly one of the most glorious sounding sixes ever.

The SZ's excellent performance was achieved thanks partly to the body's exceptionally low drag coefficient of 0.30 Cd, the product of many hours spent in FIAT's wind tunnel. The engine was mounted longitudinally and drove the rear wheels via five-speed manual transaxle transmission.

Demand for the 1,000-or-so SZs scheduled for series production greatly exceeded supply. There was also an even rarer open spyder version: the RZ. By the time production ceased, Zagato had built only 1,036 SZ coupés, and today this rare and highly individual supercar is much sought after

The limited edition Alfa Romeo SZ was only manufactured in left-hand drive form, and this pristine example was delivered new in its native Italy and first registered in 1994. It has covered fewer than 1,300 kilometres from new. As such, it is presented in wonderful condition both inside and out. Importantly, it is accompanied by a set of original owner's manuals, car cover and Italian registration papers. A wonderful opportunity to acquire one of these ultra-rare Zagato-built Alfa Romeos that can only become increasingly collectible.

Please be advised that due to the 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 rate prevailing in the country of registration.

€60,000 - 90,000

No Reserve



20

1967 PORSCHE 911S 2.0-LITRE SWB 'SUNROOF' COUPÉ

Chassis no. 307660S

Engine no. 961257

- 'Holy Grail' for the 911 collector
- Desirable Aga Blue colour scheme from new
- Very rare factory electric sunroof
- Professionally restored in Belgium 2015-2019
- Matching numbers example



"The 911 is a well-designed automobile, safe, fast, comfortable, with qualities capable of satisfying a wide clientele looking for a compact but luxurious two-plus-two that will give well above average performance."
– Bernard Cahier, *Sports Car Graphic*, January 1965.

Now well into its seventh decade of production, the Porsche 911 defines its maker in way that few cars have: think 'Porsche' and you inevitably think '911'. 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, or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. Designed by an in-house team headed by Butzi Porsche, the 911's sleek, aerodynamically efficient coupé body would prove to be timeless, its influence clearly visible in today's 911. The 911's most striking feature – the roof's continuous curve running from the windscreen top to the rear bumper – was a masterstroke.

When designing the 911's engine, Porsche stuck with what it knew best, so the new power unit had to be air-cooled and mounted at the rear; the company simply did not have the design resources to develop anything radically different, even if it had wanted to.

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.

The first of countless upgrades to the perennial 911 came in 1966, two years after production had commenced, with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. This new, stronger Type 901/02 engine had benefited from experience gained in racing, boasting a raised compression ratio; bigger valves; longer valve overlap; superior Weber 40 IDS carburettors; and a new exhaust system.

"Of course, the S-model retains all the fine features of the standard 911: extremely comfortable seating, logical location of controls, quietness, excellent weather proofing," declared *Road & Track* magazine. "But the major difference between the 911 and the 911S is that the former is a quality sports car and the latter is a high-performance GT that retains all the practical and luxurious attributes, yet offers far more enjoyment to those that view car-driving as an art."





Offered here we have an early 911S finished in the beautiful colour of Aga Blue and featuring the very rare factory electric sunroof, the latter something of a 'Holy Grail' among early Porsche 911 enthusiasts. Manufactured in February 1967, chassis number '307660S', 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 and consequently much in demand.

Noteworthy features include the dashboard instruments with green dials (correct for the 1965-1967 model years); a period-correct Blaupunkt Frankfurt radio; and the 911S's distinctive Fuchs five-spoke alloy wheels. This 911S was equipped with the Type 901/20 five-speed manual transmission and left the factory finished in Aga Blue (code 6608B) with black vinyl interior. Chassis number '307660S' was also ordered with the following desirable options:

Electric sunroof, Coloured windows, Antenna, Loudspeaker, External mirror, left, Two pairs of safety belts.

The 911 2.0-litre S was delivered new to P.C. Import Inc of Northbrook, Illinois, USA in 1967. The Porsche is believed to have remained in the USA until sold to a new owner in Italy, being imported on 16th April 2010 to Brescia. On 13th February 2014 the car was exported from Italy to Belgium, having been bought by the current owner.

Commencing in 2015, a complete 'last nut and bolt' restoration was undertaken that took the next four years to complete at no expense spared. We are advised that every part of the car has been expertly restored to original specification by known specialists in Belgium. Works carried out included complete rebuilds of the engine and gearbox and the installation of a new interior. The interior features original seats, trimmed with black-and-white Pepita fabric (originally they were black leatherette). Of note is the original type steering wheel, a rare feature on a 1967 2.0S. The restoration was fully documented, there being 50-plus photographs of the car before restoration and 200-plus taken during and after the process on file. Currently registered in Belgium, please note the date of first registration is September 1966, the Porsche also comes with an original plastic pouch containing the instruction manual, service information, and technical booklet.

Of the early (pre-A Programme) 911s, the final 1967 cars are considered the most desirable by many Porsche aficionados, combining as they do the stylistic purity of the original with greater refinement and superior road manners, particularly in the case of the top-of-the-range 911S.

€170,000 - 230,000



21

*Classiche certified, concours restored,
Garage Francorchamps delivery new*

1961 FERRARI 250 GTE 2+2 COUPÉ

Chassis no. 2353

Engine no. 2353

- *Delivered new to Belgium*
- *Known ownership history*
- *Restored in Italy by internationally renowned specialists*
- *Magnificent condition*
- *Ferrari Classiche certified*
- *Massini report on file*





Intended to extend Ferrari's appeal to a sector of the market already contested by rivals Aston Martin and Maserati, the 250GTE 2+2 debuted in the summer of 1960. Ferrari's first four-seater, the 250GTE 2+2 was directly descended from the most commercially successful Ferrari of its day, the 250GT. Launched in 1954, the latter featured a lighter and more-compact Colombo-designed 3-litre V12 in place of its Europa predecessor's Lampredi unit. The 250GT chassis followed Ferrari's established practice, being a multi-tubular frame 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 looked after braking all round. Disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, and both were features the 250GTE 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 carrozziere 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 250GT'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 250GTE remained in production until 1963.

This superb Ferrari 250 GTE was ordered by Garage Francorchamps in Brussels for a Belgian citizen, Mr Desoer, whose family hailed from the Liège area. This car's accompanying original Ferrari build sheet states that chassis '2353' was built as a 2+2 Coupé, body colour Bianco 12435 MM and with interior upholstery in Pelle Nera VM 8500.

The car was invoiced by Ferrari Sefac to Garage Francorchamps on 23rd March 1961 priced at 4,690,000 lire, and the owner registered it on 7th June 1961. The unusual white and black colour combination gives it an appearance of both elegance and sobriety. Although not widely used, white is one of the most flattering colours for a GTE, and Ferrari chose this colour for its catalogue illustration and for all its press photographs.

Having used his Ferrari 250 GTE but sparingly, Mr Desoer sold it to a Mercedes-Benz dealer in 1975. Shortly thereafter, it was acquired by a well-known Ferrari collector, Mr Ennio Gianaroli, another resident of the Liège area, who had amassed an impressive collection of racing and road-going Ferraris. He had '2353' repainted in grey metallic, and kept the car in his prestigious private collection for some 30 years.





In February 2005, a Belgian Ferrari collector and historic racing competitor acquired the car and decided to undertake a complete restoration, which he entrusted to the internationally renowned coachbuilders Nova Rinascente di Dino Cognolato & Figlie in Italy. Before sending the car to Italy, the perfectionist owner photographed it in great detail, recording its authenticity and excellent state of preservation.

'2353' was then treated to a complete restoration to perfect specifications; the project took two years to complete, with no expenses spared to achieve excellence in all areas. Two other specialists, both internationally renowned, were entrusted with the restoration: Autofficina Omega di Corrado Patella & Figlio (mechanicals) and Tappezeria Luppi (upholstery). During the two-year work, the passionately involved Ferraristi owner travelled several times to Italy to keep track of the restoration's progress.

The work is compiled in a detailed photographic report recording each step of the restoration process. It confirms the car's 'all matching numbers' authenticity; the fact that it has never been damaged; and that the bodywork is corrosion free.

The result of the restoration is quite exceptional and demonstrates an exemplary attention to details, extending to the original accessories such as the Marchal horn, etc. The paint and body are finished to perfect standards and the upholstery is magnificent, likewise the mechanicals.

Its restoration completed, '2353' received Ferrari Classiche certification in June 2009 and since then has covered only some 1,500 kilometres.

Completing the documentation of this remarkable car is its original 1961 Registration book (a very rare item); its original Ferrari Sefac-stamped build sheet; the original Garage Francorchamps invoice; a Massini Report; and Belgian Carte Grise.

On the road the car delivers pure driving pleasure, with light steering, a smooth clutch, a direct and precise gearchange, supple suspension and, most of all, a fabulous engine that responds without the slightest hesitation.

'2353' represents a unique opportunity to own a supremely elegant Ferrari 250 GTE, restored by the best in the business, and with a completely known history. There can be few, if any, better examples of this most desirable model currently available.

€400,000 - 500,000





22 *

1967 ASTON MARTIN DB6 SPORTS SALOON

Chassis no. DB6/2753/LN

Engine no. 400/2749

- *Delivered new to the USA*
- *Matching numbers engine and chassis*
- *ZF five-speed gearbox*
- *Factory Normalair Air conditioning*



The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the elegant, Touring-styled DB4 of 1958, the DB6 abandoned the Carrozzeria Touring-developed Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.

Increased rear-seat space was the prime DB6 objective, so the wheelbase was now 4" (101.6mm) longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline, and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2" (50.8mm). Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.





The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

It is an irony that, having brought the original DB4 concept to perfection in the form of the DB6, Aston Martin chose to change direction with the larger DBS and successor V8-engined models. Today the accomplished DB6, despite being the most evolved and practical of the original DB family is also, somewhat paradoxically, the most affordable.

A left-hand drive example with the desirable five-spded manual gearbox, chassis number '2753/L', was despatched new to the importer J S Inskip in New York, USA and sold to a Mr Bernard Chaus of New Jersey. The accompanying guarantee form copy shows that the Aston was originally finished in Autumn Gold with natural Connolly leather trim.

The following items of non-standard equipment are listed: engine breather system; 3.73:1 limited-slip differential; Normalaire air conditioning; chrome wheels; heated rear screen; Fiamm horns; Britax safety belts; 3-ear hubcaps; Bosch Köln radio; and two Marchal fog lamps.

Now being offered having been on static display, this matching numbers DB6 with the more desirable ZF five-speed manual transmission will naturally require recommissioning before returning to the road.

Please note this motor car is subject to the reduced local import tax should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€150,000 - 200,000
NO Reserve



23

1937 LAGONDA LG45 RAPIDE REPLICA TOURER

Chassis no. 12178/G10
Engine no. M45 160

- *Classic post-Vintage thoroughbred*
- *One of 278 made in 1936/1937*
- *Replica body built by Rod Jolley*
- *Beautiful condition*



Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 144km/h and tourers the 'ton' under favourable conditions.

Shortly after the M45's introduction, The Autocar got its hands on one. "A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits."





A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Under W O Bentley's technical direction the big Lagonda became more refined: the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

In its road test published on 10th April 1936, *The Autocar* declared: "The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable."

One of only 278 LG45s produced during 1936/37, this example was originally fitted with a Saloon de Ville body. According to information supplied by the Lagonda Owner's Club the car's first owner was a Mr Jennings in Truro, Cornwall. The car subsequently passed through two further Cornish owners before being discovered in 1994 by Ivan Forshaw as restoration project. A faithful replica of the famed Rapide body was commissioned from noted restorer Rod Jolley who produced a beautiful and accurate reproduction. The car is fitted with an M45 engine from early 1934.

Chassis 12178 has belonged to the current vendor since July 2006 and comes with an old-style UK V5C Registration Certificate for the registration number 'DLP 936'. During his ownership the car has been maintained by renowned Lagonda specialists LMB Racing in Belgium and regularly serviced by a local specialist in Cagnes. The car has completed rallies and tours across France, Portugal, and Sicily. The Lagonda is currently registered in France and has a valid French Contrôle Technique.

€200,000 - 250,000



24

1972 FERRARI 365 GTC/4 COUPÉ

Coachwork by Pininfarina

Chassis no. 15993

Engine no. F101 AC N. 221

- One of only 500 made
- Delivered new in Italy
- Matching chassis, engine, and colours
- Ferrari Classiche certified





"Each new Ferrari model brings some noteworthy advance over previous ones. The GTC/4's is mechanical refinement. Less mechanical thrash comes through from the engine room than in any previous Ferrari, and the controls are smoother and lighter than ever, making the car deliciously easy to drive well. And the lack of mechanical clatter does not deprive us of entertainment; there's just the right amount of purr from the four tailpipes, and when working hard in its upper rev range the engine sings the familiar and beautiful V12 song." - *Road & Track*.

A short-lived interim model that bridged the gap between production of the 365GT 2+2 and 365 GT4 2+2, the 365 GTC/4 was first shown at the Geneva Motor Show in 1971. A contemporary of the awe-inspiring Daytona, the 365 GTC/4 used a similar chassis and a wet-sump version of the former's 4,390cc four-cam V12 in a slightly lower - 320bhp - state of tune, which was coupled to a conventional five-speed gearbox rather than the Daytona's transaxle. Cylinder heads revised to accommodate side-draught carburettors enabled stylist Pininfarina to achieve an elegant, low profile bonnet line. "In all, a graceful, clean and understated design with subtleties one discovers only by looking it over carefully. One might say this model is a Ferrari for the mature enthusiast," observed *R&T*.

Altogether more civilised and easy to drive than the heavy Daytona, the rapid 365 GTC/4 came with ZF power steering and servo-assisted brakes as standard, the option of air conditioning, and an especially luxurious interior featuring individual reclining front seats and occasional rear seats. In spite of the increasing emphasis on refinement, the 365 GTC/4 gave nothing away to its rivals in the performance stakes, racing through the standing quarter mile in under 16 seconds on its way to a top speed in excess of 241/km/h. By the time the model was withdrawn in October 1972, production had totalled only 500 units, making the 365 GTC/4 eminently collectible today.

According to the accompanying Massini Report copy, chassis '15993' was delivered new via the Florence-based Ferrari concessionaire, Nocentini Automobili SpA to its first owner, a resident of the Tuscan capital, Mr Giancarlo Bossi Pucci, with the Italian licence plates 'FI 638534'. The specified colour combination was Grigio Argento (silver grey) with black leather interior, the same as today.





The first owner did not keep the car for long and sold it on 9th February 1973 to SCA Genova Società Costruzioni Autostrada in Genova. They in turn sold the Ferrari in 1976 to its third owner, a Carlo Massa of Turin, who kept the car until 1991 when he sold it to a Mr Renna of Palermo, Sicily. Subsequently the Ferrari changed hands again, passing to the collection of Luigi Compiano of Treviso. As is well known, his collection was confiscated by the Italian Guardia di Finanza in 2013 and sold at auction in Milan in November 2016, where the current owner purchased the car for €308,000.

Subsequently, the owner had the car serviced at the official Ferrari dealer Rosso Corsa in Milan, who also fitted new tyres and had the car Ferrari Classiche Certified. The invoice for the service including the certification amounted to no less than €16,100 and is dated April 2017. A further €1,932 was spent at a local specialist for cleaning and setting up the carburetors. Described by the vendor as in excellent condition throughout, this beautiful Ferrari is offered with its original leather pouch and owner's manual; Italian registration documents; and the aforementioned Massini Report, invoice copies, and Ferrari Classiche certification (confirming matching chassis, engine, and colours).
€240,000 - 300,000





Historic Cars from one of the world's finest Lancia collections

Bonhams are proud to offer five exceptional Lancias from the internationally respected Collection of Anthony MacLean. In the next few paragraphs, Anthony tells in his own words the background story of the Collection and of how his passion for Lancias came about.

I suppose it all started with my father who regaled me, while I was still a schoolboy, with tales of dashing around the English country lanes before the Second World War in a Lancia Lambda - "Fantastic handling, my boy, fantastic brakes" - both of which I would later discover were hallmarks of every Lancia from the Lambda onwards. Not surprising, perhaps, for cars built in Turin in sight of the snow-covered Southern Alps.

To understand Lancias, you need first to understand some of the extraordinary history of Lancia, the man, and of his and his successors' achievements. No other car business has managed to remain family owned for over 50 years, through two World Wars, and no other car business has achieved such a long term record of competition successes in sports cars, Grand Prix and rallies and of engineering excellence and innovation.

Vincenzo Lancia, born in 1881, started his career in cars as a test driver for FIAT and quickly became known as one of the fastest drivers in the new world of motor sport. In 1906, Monsu Lancia, started his own business, Lancia & Co, as a manufacturer of fine automobiles.

One remarkable and innovative Lancia followed another and the list of patents grew to a considerable length. The Lambda was Lancia's first great commercial success with over 12,000 cars made, steadily developed and improved through nine series. The Lambda introduced a host of firsts in the new world of automobiles - first unitary body and chassis construction, first independent front suspension, first V4 engine and many other new

features. Rolls Royce were so impressed with the Lambda's abilities that they bought a Lambda and took it apart to discover the secrets of its astonishing comfort and handling.

Lightness, rigidity, outstanding handling and brakes, and great reliability were the key elements, carried through to each model until the ground-breaking Aprilia in 1936 - comfortably seating four adults, pillarless construction, independent suspension all round, weighing only 850 kgs, with a finger light gear change and capable of 130kph ; it makes you wonder what other car manufacturers were up to at the time. Vincenzo died in 1937, leaving to his heirs a flourishing enterprise and a business with over 6,000 employees.

In 1949, despite the difficulties of post-war Italy, Lancia introduced another ground breaking design, the Aurelia - all aluminium 1700 cc V6 engine, all round independent suspension and a rear mounted transaxle with inboard brakes. This was quickly developed into the B20 two door 2 litre Coupe of elegant and stylish simplicity - dubbed by the press of the day "a sprinter in evening dress". The press were not far wrong - to the astonishment of the motor sport world, Bracco's 2 litre Aurelia Coupe came second overall in the 1951 Mille Miglia, only minutes behind the winning 4.1 litre Ferrari of Villoresi ; the Aurelia was quicker than the big Ferrari over the Futa and Raticosa passes. Count Lurani followed this with a class win and 12th overall at the 1951 Le Mans, after which American sportsmen, Briggs Cunningham and Bill Spear made their way to Turin to order an Aurelia B20 each, one of which became my car.

Emboldened by the success of the Aurelia in competition, Gianni Lancia, the son of Vincenzo, bravely embarked on a full scale racing programme, first with the spectacularly beautiful D20/23 and 24, winners of





the Targa Florio, Mille Miglia and Carrera Panamericana and then with the Grand Prix D50, the only single seater competitive with the Mercedes Benz W196. Then the spell was broken, Ascari crashed into the harbour at the 1955 Monaco Grand Prix, the Lancia family lost control of the business to Italian industrialist, Carlo Pesenti, and Ferrari got the D50 Grand Prix cars for a handful of lire - which solved Enzo Ferrari's problem with his uncompetitive Squalo Grand Prix car. Rebadged with a prancing horse, the modified D50 (now called a Lancia-Ferrari) won the 1956 World Championship for Ferrari. Ferrari's embarrassment should have been complete when Fangio lapped Monaco in an unmodified D50 faster than the Lancia-Ferrari.

In the 1990s in Turin, I met Guido Rosani, a talented engineer and member of the Ferrari racing team. Guido's father had been a director of Lancia during the heady days of the 1950s. Guido had co-operated with Luciano Basso to recreate four Lancia D24 sports racing cars with original engines and other major components, one of which I had bought and taken back to Mexico no less than six times to participate in the re-run of the Carrera Panamericana - we did rather well to win our class and finish in the top

ten overall. Together Guido and I, with help from Anthony Bamford, recreated five D50s and two Lancia - Ferraris, all with original engines and transaxles. As Guido said to me one day - " Anthony - only three people in the world have owned a Lancia D24 and a Lancia D50 at the same time - you, I and Scuderia Lancia ! "

Lancia continued in business under Pesenti's and then eventually Fiat's ownership. The production of distinctive Lancia road cars declined after the Flaminia, Flavia and Fulvia, but the competitive spirit remained strong and successful at Lancia with the Fulvia HF, Stratos, 037 and Delta S4.

In the course of nearly 50 years, I have owned many wonderful Lancias, some of the post war models are offered now at Zoute by Bonhams. I have taken great pains to find the best and most original examples of the various cars, having them restored with great care by the best workshops in Italy and England , so as to give the closest possible feel of what a good Lambda, Aprilia, Aurelia, Flaminia or Appia would have been like to drive in period. It is time now to share some of the pleasure which I have had from these wonderful cars.



XXXXXX





25 *

**1954 LANCIA FOURTH SERIES
LANCIA AURELIA B20 COUPÉ**

Chassis no. B20-3329

Engine no. B20-3944

- *Desirable fourth series with De Dion rear axle*
- *Numerous detailed improvements*
- *Elegant black original colour scheme with tinted windows*





The background story to the creation and development of the Lancia Aurelia B20 Coupe has already been told in the Introduction to the Anthony MacLean Collection and the catalogue description of the First Series Aurelia Coupe "Gina."

The Fourth Series cars had the engine enlarged from 2 to 2.5 litres (a change made on the introduction of the Third Series) and the independent rear suspension was replaced by a de Dion set up, similar to that used on the successful D20 sports racing cars, making the car exceptionally stable at speed. Detailed styling changes included easier to read instruments, a black steering wheel, boot opening by pivoting the number plate light, push button door handles and tinted glass. In the words of Lancia authority Wim Oude Weernink in La Lancia "...Cloth upholstery was carefully styled to complement the door trim and handles, and dark paintwork, combined with tinted glass, gave this classic a touch of mystique." In many ways the Fourth Series cars with their elegant styling, increased torque and new rear suspension were the best compromise between the sporting and minimalist exuberance of the two litre cars and the comfortable but heavier and less lively Fifth and Sixth Series.

This car, supplied new in Italy, has benefitted from a complete mechanical, bodywork and trim restoration in 2015 by the well respected workshop of Gilberto Clerici in Como and other Italian specialists. Exceptionally handsome in its discreet but elegant original colour scheme of black paintwork, tinted glass and brown Lancia wool cloth interior, the car is the epitome of the restrained good taste for which Lancias were renowned.

The car has had a full check over by English specialists, Omicron Engineering Ltd, who balanced the prop shaft, fitted a new petrol tank, attended to various minor matters and described the car as "very nice and almost faultless".

Please note this motor car is registered in the UK and all UK duties have been paid. EU duties will be payable at the applicable (reduced) rate if the car remains in the EU.

€170,000 - 200,000



26 *

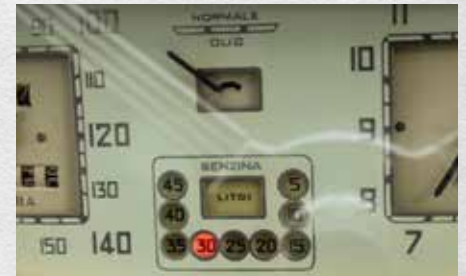
1949 LANCIA APRILIA PILLARLESS SALOON

Chassis no. 43829091

Engine no. 30899

- *Desirable period Nardi twin Solex carburetor modification*
- *Highly original example*
- *Long term private ownership from new before joining the collection*





The modestly sized Aprilia was Vincenzo Lancia's final masterpiece. The First Series, Tipo 238, which made its debut in 1937, was a fresh design from the ground up, featuring an aerodynamic body shape, seating for up to five, pillarless construction for easy access, great torsional strength, an improved version of the sliding pillar independent front suspension, independent rear suspension by a transverse leaf spring, trailing arms and torsion bars and a very compact V4 1350 cc engine with hemispherical combustion chambers and hydraulic brakes, inboard at the rear. To make the engine compartment as small as possible and reduce frontal area, the dynamo and the rod operated fuel pump were mounted through the radiator, set in the cold air stream ! Weight was a mere 880 kgs and top speed 130kph with sparkling acceleration. After a first test drive of the car back to Turin from Bologna, Vincenzo Lancia, still a racing driver at heart, threw up his hands and exclaimed " What a fantastic car ! "

The Second Series, Tipo 438, produced from 1939 to 1949 had 12 volt electrics, an engine increased to 1486 cc, and minor detail improvements including a better fascia lay- out. The Aprilia quickly became the choice of professional racing drivers for daily transport and dominated its class in hill climbs and road races, including the Mille Miglia. In the Second World War, the Italian partisans used Aprilias as their nimble transport in the mountains and draped their cars' roofs with Union Jacks to guide Allied aircraft and make sure that bombs were not dropped on the wrong side.

This late Second Series Aprilia has an intriguing history and a rare and desirable specification. Anthony MacLean had previously sold an Aprilia to a member of the Lancia family in the 1990s, then tried unsuccessfully to buy it back. The Lancia family member contacted Anthony several years later to say that he had discovered in Turin a totally original Aprilia, given to its lady first owner as a 21st birthday present; the lady kept it until her death when her heirs put the little car into storage. The car was repainted in its original Lancia blue with grey Lancia wool cloth upholstery. Anthony had the car overhauled throughout mechanically by the skilled Fiat retired mechanic who looked after the fearsome Edwardian Fiat racing car, Mephistopheles.

The car is complete in all its charming original details, including the silk rear window blind, the thermostatically operated radiator shutters, the push button fuel gauge which lights up to show the number of remaining litres, the semaphore trafficators, the two rear lights above the rear number plate reading " Lancia " and "Aprilia " the period two tone floor over-mats made from recycled inner tubes, the delicate aluminium bumpers, the woven cord hand grips and the original tool kit. The engine benefits from the very rare and desirable period Nardi twin Solex carburettor modification which significantly improves power and torque. This is a nimble and very usable time warp car.

Please note this motor car is registered in the UK and all UK duties have been paid. EU duties will be payable at the applicable (reduced) rate if the car remains in the EU.

£100,000 - 120,000



27 *

Formerly the property of William 'Bill' Spear,
Richie Ginther and Jesse Alexander

**1951 FIRST SERIES LANCIA AURELIA
B20 COUPE "GINA"**

Chassis no. B20 - 1301

Engine no. 1295

- Formerly the property of William 'Bill' Spear,
Richie Ginther and Jesse Alexander
- Numerous period special features from new
- Offered with the spectacular Nardi 6 Dell'
Orto carburettor set up





When the Aurelia first appeared in 1949 as a 1700cc four door saloon, its novel mechanical specification with lightweight all aluminium V6 and rear mounted transaxle with inboard brakes and all independent suspension created a stir but the real coup de theatre was the arrival in 1950 of the beautiful and elegantly understated two door Aurelia B20 Coupe. The First Series cars weighed a mere 1000kgs and the 2 litre V6 revved with enthusiasm to 6000 rpm and beyond.

An astonishing second place overall by Bracco in the 1951 Mille Miglia in a near standard 2 litre B20 laid the foundations of the Aurelia legend. More successes followed rapidly with top ten overall placings in the Mille Miglia (third, fifth, sixth and eighth overall in 1952), an outright win and second and third in the 1952 Targa Florio and many wins in Italian and international hill climbs and rallies. The 2 litre B20 became the car to beat in demanding, twisty and mountainous events ; its excellent handling more than made up for the relatively small engine and modest power output.

The Aurelia quickly became the car for connoisseurs, racing drivers, film stars and the rich and famous to own and be seen in. Fogged in at Paris airport, Fangio borrowed a B20 and drove over the mountains through the night in time to make the start of the Italian Grand Prix at Monza. Prince Rainier owned a B20 and Brigitte Bardot posed next to her Aurelia Spider.

The B20 was made in six series of 500 cars each with gradual developments and increased power. The first two series were 2 litre cars, then came the 2.5 litre car from 1953 onwards. But with more power came more weight and the power to weight ratio was better on the earlier than on the later cars, which were quieter and more comfortable but less sporting than the first and second series.

Chassis number 1301 has a special history. In 1951 American sportsmen, Briggs Cunningham (frequent Le Mans entrant, eventually in cars of his own name and manufacture) and his great friend, William "Bill" Spear competed at Le Mans. Having witnessed Count Giovanni Lurani's remarkable class win and 12th place overall in a B20, Briggs and Bill went straight to Turin to meet Gianni Lancia (Vincenzo's son and now running Lancia) and ordered a 2 litre B20 each. Chassis number 1301 is the car which Bill Spear bought that day.





The spectacular Nardi 6 Dell' Orto carburetor set up





The car had and still has many special features - a Nardi floor change, a Nardi rivetted wood rimmed steering wheel, two large Jaeger combination instruments with white on black lettering in "widow's peak" housings and an English language hand book written for this particular car showing its chassis number. Gianni must have been hoping that these two wealthy and well connected American amateur drivers would open the door to the American market.

The car retains its delicate original First Series fittings - the lightweight aluminium bumpers, the italicised Lancia script on the hub caps and glove box, the aluminium interior door trims including the driver's fold flat window winder and the fuel level measuring rod fixed to the fuel filler cap.

#1301 also had the spectacular Nardi 6 Dell'Orto carburettor set up (illustrated, and included in the sale of the car). The car at present has fitted the slightly tamer Nardi twin Solex modification which in combination with its period Lancia factory competition exhaust manifolds and hotter camshaft gives around 100 bhp - the same as on the 1952 lightweight Mille Miglia and Targa Florio cars.

#1301, nicknamed "Gina" because she is said to have starred in a film with Gina Lollobrigida, remained in the USA for many years, passing through the distinguished ownership of Ferrari team driver Richie Ginther and Jesse Alexander, celebrated motor racing photographer, before being bought by Anthony MacLean from Jesse in the early nineties. Anthony sold her some ten years later but always regretted the sale and bought her back again fifteen years ago. She has been meticulously maintained by the leading experts in Turin and in England and has always been completely reliable.

Please note this motor car is registered in the UK and all UK duties have been paid. EU duties will be payable at the applicable (reduced) rate if the car remains in the EU.

€250,000 - 300,000



28 *

One of a mere 99 produced

**1959 'PRE-SERIES' LANCIA FLAMINIA
SPORT ZAGATO**

Chassis no. 824.00.1011

Engine no. 8262002092

- *One of a mere 99 ultra desirable pre-series cars produced*
- *Fitted with numerous factory competition parts from new at the request of the first owner*
- *Offered with the original rare 2.5L 3C unit with transaxle and a high performance 2.8L 3C engine installed*





Introduced at the Geneva Motor Show in 1957 as the replacement for the Aurelia, the Flaminia incorporated many features from the earlier car including the aluminium V6 engine and the rear mounted transaxle with inboard brakes, but the traditional sliding pillar front suspension, mounted in all Lancias since the Lambda, was replaced by double wishbones and coil springs and four wheel servo assisted disc brakes replaced the drum brakes fitted for the first year of production. In general, the Aurelia's specification was gone over in great detail and wherever possible strengthened for increased reliability and longevity.

In 1959, the Flaminia Saloon and Pininfarina Coupe were joined by sporting two door models from Touring of Milan and Zagato, both on a shorter 2520mm wheelbase. Reduced weight and the shorter wheelbase made these new models much more attractive to the keen driver than the saloon. The Zagato Coupe with its faired in covered headlights and trademark "double bubble" roof, designed by a youthful Ercole Spada (who designed the Aston Martin DB4 GT Zagato at about the same time) was one of the best looking and most striking Italian GT cars of the day. On request, Zagato would supply the early cars in competition trim, with the newly developed 140 bhp triple Weber carburettor engine.

Zagato Flaminias were built in three series with first 2.5, then 2.8 litre engines and detail changes to the front and rear of the car, including, sadly, after the first ninety nine cars, modification of the covered headlights which became illegal in Italy. The final Zagato version, the Supersport, produced 150 bhp, running on three bigger 40mm Webers, and was capable of over 210 kph.

Chassis # 1011 is a very special car. Delivered new to Italy, it was one of the first Pre - Series ninety nine Zagatos but fitted at the customer's request with a competition tune 2500cc 3C engine with three special Webers, perspex side and rear windows and competition seats. On acquisition of the car in 2010, Anthony decided to make significant improvements to the performance using only period Flaminia parts and technology. He bought from his friends of many years at Omicron Engineering a complete 2.8 litre Flaminia Supersport engine with the large 40mm carburettors and a Supersport transaxle with the later close ratios and tall final drive.

After running the car for a while in this configuration, Anthony had the engine further improved by highly respected Jim Stokes Engineering in England who had rebuilt the Lancia D50 Grand Prix cars for Anthony and Guido Rosani. The result was most impressive - 180bhp and 191 lbs/foot torque with an almost flat torque curve from 2,500 to 5,000 rpm - the dyno print outs are available.





The original rare 2.5L 3C unit

In his 1961 road test of a Lancia factory experimental 3C 2500cc Flaminia Zagato, Bernard Cahier found that its acceleration times were nearly equal with those of an Aston Martin DB4 and Ferrari 250 GT up to 160 kmh and that ".....the Lancia's outstanding road handling, plus terrific torque down low, would make these cars work very hard indeed to keep up with it. " And with the bigger and improved 2.8 litre engine and much more power and torque, the performance is even more impressive than it was on the factory experimental car which Bernard Cahier tested. The complete original 2500cc 3C engine and transaxle are included in the sale.

With long distance rallies in mind, an extra 15 litre fuel tank and twin Facit electric fuel pumps have been fitted. In the last 10 years, Anthony and his wife, Anna, have used and enjoyed the car on rallies in Chile and Argentina, Scotland, Italy, France and Switzerland. It has been completely reliable and docile and well mannered to drive. It is the ultimate Flaminia for ordinary road or competition use, capable of remarkable performances.

Please note this motor car is registered in the UK and all UK duties have been paid. EU duties will be payable at the applicable (reduced) rate if the car remains in the EU.
€500,000 - 700,000





29 *

1962 LANCIA APPIA SPORT ZAGATO

Chassis no. 812 05 1117

Engine no. 814 00 5808

- *Desirable final SWB Appia sport version*
- *Timeless elegant styling by Ercole Spada*
- *Striking Zagato coachwork*





The little 1100cc Appia was produced from 1953 to 1963 in three series with great commercial success - Lancia made nearly 100,000 saloons and a further 8,000 specials in no less than twelve models, including a small van, a pick-up truck and an ambulance chassis. Coach builders on the Appia chassis included Allemano, Vignale, Viotti, Boano, Pininfarina and, of course, Zagato. The Appia probably made Lancia back some of the money which it lost on the engineered-at-cost-no-object Flaminia.

The heart of the Appia was a very short V4 1100cc engine with two low mounted pushrod operated camshafts ; it was a typically ingenious little Lancia jewel. Early cars had aluminum doors, boot lid, bonnet, rear wings and bumpers. The sliding pillar front suspension was retained ; the spare wheel and battery were placed well back in the boot to aid even weight distribution. Although the car was small, its quality was above reproach ; Quattroruote magazine drove their Appia for 160,000 kms without any problems.

Zagato produced sporting versions on all three series of the Appia. The final version, the Appia Sport offered here, was built on a short 2350mm wheelbase with power output increased to 60bhp, thanks to a larger Weber carburettor.

The car was unbeatable in its class in Italian hill climbs and rallies and in any event where nimbleness was at a premium. The flowing rounded lines of the Appia Sport make it look like a smaller scale model of the early version of the Flaminia Sport Zagato, also styled by Ercole Spada.

This car was acquired by Anthony MacLean as a present for his wife, Anna, a keen competition driver. Delivered new in Italy, the car was exported to the USA and then returned to Europe where its previous owner had it fully restored in Holland. The car appears to have had only three owners before Anna. The car is its original attractive colour scheme of dark Lancia red with light tan interior. The car has been carefully checked over by specialists in England and Turin. It has had seat belts, a new battery and new correct period pattern tyres fitted.

Please note this motor car is registered in the UK and all UK duties have been paid. EU duties will be payable at the applicable (reduced) rate if the car remains in the EU.

€120,000 - 150,000



30 *

**1955 LANCIA AURELIA B24S
SPIDER AMERICA**

Coachwork by Pinin Farina

Chassis no. B24S*1007

Engine no. B24-1006

- *One of only 240 made*
- *One of 181 left-hand drive examples*
- *Matching numbers*
- *Present ownership since 1997*
- *Fully rebuilt to original specification*
- *FCA Lancia Classiche certified*
- *UK registered 515 XVD*







Race developed V6 engine, superlative handling and sensational Pinin Farina styling: these are the ingredients of a sports car classic and the Lancia Aurelia B24 has them all.

The B24 represents the ultimate development of one of the most influential designs to emerge from Italy post-WW2: the classic Aurelia. First car ever to employ a V6 engine, the Aurelia was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead-camshafts. An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel independent semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, reflecting Lancia's preoccupation with reducing unsprung weight, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the landmark, Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sportscar performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world.

The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 coupé was good for a top speed of over 100mph. Introduced in 1953, the third and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this unit was adopted for the B24 Spider introduced for 1955, by which time the Aurelia had gained a leaf-sprung De Dion rear axle.





Recognised as one of Battista 'Pinin' Farina's most beautiful designs, the B24 Spider was first shown to the public at the 1955 Brussels Motor Show. Built on the shortened chassis of the fourth series, the B24 Spider was powered by the 2,451cc V6 producing 118bhp and 127lb/ft of torque, which in a car weighing a mere 1,050kg (2,310lb) made for lively acceleration and a top speed of 115mph. In true spider fashion the B24 was spartanly equipped, featuring a painted dashboard; limited trim; no external handles; and only a basic hood and side screens by way of weather protection. Nevertheless, the Spider is considered much more desirable today than its more practical and more numerous B24 Convertible successor.

The B24 Spider was produced during 1955 only, with 240 being completed, the left-hand/right-hand drive split being 181/59.





This Lancia Aurelia B24S Spider America was tested and completed on 21st April 1955 and invoiced the following day. The car was originally finished in original Lancia 'grigio' with red leather interior, the same colour combination it has today. The current vendor purchased the Lancia in 1997 from Mr António José das Neves Ferreira de Almeida. Subsequently restored over a period of several years under the guidance of Lancia aficionados Leo and Jan van Hoorick, the work was carried out to a very high standard by Epoca Ricambi of Ciney, Belgium.

Accompanying this car is an FCA Lancia Classiche report testifying to its originality and the fact that it is in good working order and in excellent cosmetic condition. The Aurelia also comes with a letter from renowned marque specialists Thornley Kelham stating that it is a 'matching numbers car with all mechanical parts rebuilt'.

Fitted with the very rare original type 'Condor Electronic' radio and offered with one of the mere 25 hardtops produced by Thornley Kelham, the car represents a rare opportunity to acquire what must surely be one of the best examples of this rare model available.

Please note this motor car is registered in the UK and all UK duties have been paid. EU duties will be payable at the applicable (reduced) rate if the car remains in the EU.

€800,000 - 1,000,000





31

Original left-hand drive example

1957 AC ACE-BRISTOL ROADSTER

Chassis no. BEX 269

Engine no. 100D 597

- *The most desirable Ace variant*
- *Matching numbers chassis and engine*
- *Bodywork restored by Rod Jolly*
- *Well-documented*
- *Comes with hardtop*
- *Mille Miglia eligible*





“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-litre, long-stroke six. This single-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 from 1956 onwards both models became available with the more powerful Bristol 2-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. Although taller and heavier than AC's own engine, the BMW-based Bristol was considerably more powerful thanks to its superior cylinder head design and down-draught carburetors. Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace could touch 195km/h, while around 150bhp could be wrung from it for racing.

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 Bristol-engined Ace was not only more powerful, it was also considerably more expensive, costing £2,011 in 1957, an increase of 22% over the price of the AC-engined version. For that you could buy two MGAs, and even Jaguar's XK140 was cheaper than the Ace Bristol. Nevertheless, by the time Ace production ceased in 1963, more than half the 723 cars built had left the factory fitted with Bristol engines. The combination of a fine-handling chassis and a decent power-to-weight ratio 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.

This Bristol-engined AC comes with an AC Cars' letter dated 31st July 1957 confirming matching numbers and stating that it was delivered new to the USA and first owned by a Mr J Duffy. Circa 1998 the Ace was advertised for sale in Los Angeles, California described as 'a three owner car... which has been in storage for a long time' (advertisement copy on file). A copy of the AC Ace Bristol Register reveals 'BEX 269' was originally black with a matching interior and remaining very original but in need of restoration.

The car was exported to Belgium shortly thereafter and subsequently restored (circa 2001), the bodywork being entrusted to renowned coachwork specialist Rod Jolley in the UK. During the professional restoration some sections of the body were replaced however the original panel sections remain with the car, preserving as much of the original material with the car as possible. Related bills and work-in-progress photographs are on file together with a valuation report; a copy of the car's AC Bristol Register entry; US bill of sale (1998); and Belgian registration papers. The car has been well set-up by its previous owner and known specialists Racing Box, the Bristol remained in Belgium ever since. It was sold to the current vendor around 2014 who used it occasionally on some local rallies.

Nicely presented with a silver hardtop (mainly for regularity-rally use) and well-documented, 'BEX 269' represents an exciting opportunity to acquire the most sought-after Bristol-engined version of this classic British sports car, eligible for just about every historic event including the Mille Miglia.

€280,000 - 320,000





1993 BENTLEY CONTINENTAL R COUPÉ

Chassis no. SCBZB03DXPCX42711

- Landmark modern Bentley
- Delivered new to Switzerland
- One owner from new
- Full-service history
- Circa 65,000 kilometres from new



By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sports Car' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in 1985 was 'Project 90': a mocked-up coupé, styled by Messrs John Heffernan and Ken Greenley, which was intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Again the work of Heffernan and Greenley, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape.

Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox: a four-speed automatic with 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-97km/h time to 6.2 seconds and boosting top speed in excess of 241km/h.

This particular Continental R was delivered new to Switzerland and has had only one owner from new. The car has covered circa 65,000 kilometres and has always been maintained by Bentley main dealer service centres. Finished in green with cream leather interior, it comes with its stamped service booklet and a Swiss Carte Grise.

Please note this motor car is subject to the normal local import tax on Hammer Price and Buyer's Premium, should it remains in the EU.

Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€30,000 - 50,000
No Reserve



33 Ω

1998 BENTLEY TURBO RT MULLINER SPORTS SALOON

Chassis no. SCBZP26C0WCX66708

- One owner from new
- Unique specification
- One of only 39 left-hand drive examples
- Delivered new to Switzerland
- Circa 71,000 kilometres from new
- Complete service history



“The way the Turbo RT procures effortless urge from a handful of revs is something you never quite get used to. The seamless urge and sublime smoothness of the four-speed auto, on the other hand, are addictive.”
– *Autocar*.

Capitalising on the essentially bespoke nature of its manufacturing, Rolls-Royce introduced a host of limited edition variations on the modern ‘Blower Bentley’ theme in the 1990s. One of the very last of these was the Turbo RT Mulliner, a variation of the Turbo RT. Introduced in July 1997 on the previously optional, but now standard, longer wheelbase of the Bentley Turbo RL, the Turbo RT came with the 400bhp twin-turbo engine of the two-door Continental T installed, and was outwardly distinguishable by a new mesh radiator grille and body-coloured bumpers with bright mesh inserts. Performance was breathtaking: with a top speed of around 245km/h, the ultra-luxurious Turbo RT was one of the world’s fastest four-door saloons, its 590lb/ft of torque humbling the Chrysler Viper V10 and endowing it with acceleration on a par with the most exotic of Italian supercars. Of course, the Bentley came with a price tag to match, costing £148,990 (approximately €170,000) in the UK when launched.

The stunning looking Mulliner version (built to special order only) was even more exclusive - and expensive - boasting a 420bhp engine, widened track and bodywork, and a host of highly desirable options. One of the rarer of the modern ‘Blower Bentleys’, the Turbo RT was produced during 1997 and 1998 only with approximately 300 being made.

Only 56 were the Mulliner version, all but one being built on the long wheelbase, with 39 completed in left-hand drive configuration. It is not known how many of the latter were to European specification like this example, but it must have been relatively few. In short: offered here is a bespoke, limited-edition car engineered and coachbuilt to the highest standards.

This stunning Bentley Turbo RT Mulliner was delivered new to Switzerland having been ordered by the vendor to his personal and unique specifications, its sole owner, whose name is recorded on the kick plates. In addition to the already comprehensive array of standard equipment, the owner specified a dashboard-mounted turbocharger boost gauge, rear-compartment speedometer, unique laser cut single piece radiator grill. The car has covered circa 71,000 kilometres from new and has always been maintained by Bentley main dealer service centres. Finished in blue with cream leather interior, it comes with its stamped service booklet and a Swiss Carte Grise.

Please note this motor car is subject to the normal local import tax on Hammer Price and Buyer’s Premium, should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€80,000 - 120,000
No Reserve



1951 LAND ROVER SERIES 1 4X4 'REBORN'

Chassis no. 16133267

- Original left-hand drive export model
- 1 of only 25 rebuilt to the highest standards by Jaguar Land Rover Classic Works
- 1 of only 10 left-hand drive 'Reborn' examples
- Concours restoration finished in September 2019
- 'As new' condition throughout



An original left-hand drive export model, the quite exceptional Series 1 Land Rover offered here has been rebuilt to the highest standards possible by Jaguar Land Rover Classic Works, the factory's own special department dedicated to preserving the two companies' glorious past. The 'Land Rover Reborn' programme had been announced in 2017 and would involve the meticulous restoration of 25 hand-picked examples of the iconic original Series 1 models from around the world.

Number '20' of the 25 made in the 'Reborn' programme, this example is the only one built to North American specification and one of only 10 with left-hand drive. Notable features include headlights behind the grille and indicators in the front wings. This Land Rover was especially ordered as a display model for the JLR Classic showroom in North America, which failed to materialise due to cost cutting. The showroom eventually opened in Düsseldorf.

The project commenced in February 2018 when this Land Rover - a short-chassis (80") model - arrived at Classic Works' Coventry facility where it underwent a detailed authenticity assessment and close examination of its condition. The vehicle was photographed, and any unique details documented so they could be replicated upon re-assembly. It was then totally stripped down until only the bulkhead and chassis were left.

The chassis and bulkhead were then blast-cleaned and any corroded metal cut out and replaced with uniquely manufactured sections. A primer coat was then applied to protect the chassis and bulkhead against corrosion. The body panels underwent refurbishment using specialist techniques, drawings, patterns and processes that would have been used in their original manufacture.

All service wearing parts such as bearings, bushes and seals were replaced as a matter of course together with parts such as rubber body seals, bulbs, tyres, exhaust system, and electrical harness. Every effort was made to reuse as many original parts as possible so as to achieve the maximum authentic content. Where an original part was not good enough to reuse, every effort was made to source an original used part in excellent condition. If nothing suitable could be found, Classic Works remanufactured the part or sourced an after-market replacement.

Following cleaning and etch priming, the body panels were treated to multiple coats of paint, with over-spray applied to the underside of the bonnet and the rear body panels to ensure authenticity. The painted body panels were then low-bake cured before being polished once dry.





The engine was stripped and cleaned before being thoroughly measured and inspected to assess its condition, and to decide whether or not the major components were serviceable. The cylinder block was acid-dipped and repainted prior to re-assembly. As a matter of course many components were renewed including the pistons; valves, seats, guides and springs; all bearings; oil pump, timing chains and tensioners; plus gaskets, studs and core plugs. Critical components were dynamically balanced prior to re-assembly. The blueprinted engine was refinished with all components repainted in their original colours. It was then run on a test-bed for several hours prior to installation.

The vehicle was re-inspected following the engine installation and shakedown mileage, after which the engine oil and filter was changed as a matter of course. Final assembly involved installing the repainted body panels. This was the longest part of the process and extra care was taken to ensure the highest standard of build. Protective covers were then fitted over the various body panels and trim parts as necessary. To maintain the uniqueness of the vehicle, the details documented during its strip-down were referenced during the assembly process. Safety-critical fixings were replaced and torque values controlled, with close attention paid to accurate parts fit and alignment.

A pre-shakedown audit was carried out to ensure the owner's personal requirements had been addressed and the individuality of the vehicle maintained. Paint protection was then applied before testing the vehicle on a variety of road surfaces at Jaguar Land Rover's Experience Centre at Solihull, West Midlands. Following this shakedown, the Land Rover was re-inspected and a final audit completed. The engine oil and filters were changed in preparation for hand-over to the customer, which was made in September 2019.

In short: what we have here is a highly collectible Series 1 Land Rover, expertly rebuilt to the highest standard possible by its original manufacturer and presented in immaculate condition throughout having seen little use since completion.

€110,000 - 150,000



First owned by HRH The Duke of Edinburgh

1951 LAGONDA 2.6-LITRE DROPHEAD COUPÉ PROJECT

Coachwork by Tickford

Chassis no. LAG/50/276

Engine no. LB6A/50/348

- Delivered new to HRH Prince Philip Mountbatten, the late Duke of Edinburgh
- Matching numbers: engine and chassis
- Believed off the road for at least 24 years
- 'Barn find' in need of total restoration



PURCHASER'S NAME :- H.R.H. DUKE OF EDINBURGH,
BUCKINGHAM PALACE, LONDON.

GUARANTEE ISSUED :- 26.4.51.

DELIVERED :- 26.4.51.

AGENT :- BROOKLANDS. 26.4.51.

PARTICULARS

TYPE	LAGONDA. 2.6 Lt.
ENGINE NO.	LB6A/50/348
CHASSIS NO.	LAG/50/276
CARBURETTOR	SU TWIN CV 6.
DYNAMO	LUCAS.
STARTER	LUCAS.
GEARBOX	DBS430/F5197
SPEEDO GEARS	4.56-1.
REAR AXLE RATIO	ARMSTRONG.
SHOCK ABSORBERS	
FOG LAMPS	
CIGAR LIGHTER	SMITHS.
SPEEDOMETER	K.L.C.P.10.L.80.
WHEELS	

It is said that when David Brown acquired Lagonda in 1947 all he got was a famous name, a collection of engineering drawings and a handful of prototypes. And although Lagonda's chief engineer and designer, the great W O Bentley, quit the firm when Brown took over, he did leave behind the 2.6-litre, six-cylinder, twin-overhead-camshaft engine that would power the Aston Martin DB2 and the next generation of Lagondas.

Although it retained a separate chassis, Bentley's 2.6-Litre Lagonda was advanced in other ways, featuring independent suspension all round: by double wishbones and coil-springs at the front - a layout similar to that adopted on the DB4 - and semi-trailing arms at the rear where the brakes were mounted inboard to reduce un-sprung weight. It had been intended that the new Lagonda would exploit a perceived gap in the luxury car market between Jaguar and Rover at one end and Rolls-Royce and Bentley at the other. W O's design succeeded brilliantly in this, being able to carry five persons and their luggage at high speed and in great comfort.

One of Lagonda's, and David Brown's, greatest assets was stylist Frank Feeley, the man responsible for the Italianate flair of the DB2, and while Feeley's 2.6-Litre looked back nostalgically at the Lagondas of pre-war years, his prototypes produced on that chassis in the late 1940s hinted at the 3-Litre model to come.





Please scan to see video



A Mark 2 version arrived in the autumn of 1952 boasting revisions to body and interior, as well as a Jackall self-jacking system. Coachbuilders Tickford had begun to play an increasingly important role as body suppliers during manufacture of the 2.6-Litre and when the new 3-Litre model was announced in 1953, the Newport Pagnell firm assumed sole responsibility for body production.

Its guarantee form (copy on file) reveals that this Lagonda drophead coupé, chassis number 'LAG/50/276', was delivered via the Brooklands agency on 26th April 1951 to HRH Prince Philip, Duke of Edinburgh. Born into the Greek and Danish royal families, Prince Philip had married Princess Elizabeth (later HRH Queen Elizabeth II) in November 1947, having been created Duke of Edinburgh by her father, King George VI, shortly before the wedding. During the war the Prince had served in the Royal Navy, and the MG sports car he owned at that time cannot fail to have impressed the young Princess Elizabeth. A lifelong motoring enthusiast, as Duke of Edinburgh he owned a succession of fast sporting motor cars and never lost the opportunity to drive interesting vehicles, including a Chieftain tank and a double-decker bus, whenever the opportunity arose. He even went so far as to design the special Land Rover that served as the hearse at his funeral earlier this year! A man of enormous charm, the Duke enjoyed a reputation for bluntness and plain speaking, which only served to endear him to the wider public. The outpouring of sorrow when his death at the age of 99 was announced in April 2021 extended worldwide.

Most appropriately, the Duke's Lagonda left the factory finished in Edinburgh Green with contrasting grey trim. Service/maintenance records show that a lot of work was carried out up to 1960 when the records stop (at 22,000 miles), including the installation of a radio-telephone in 1954. A detailed search should reveal photographs of the Duke at the wheel of his Lagonda, often in the company of his children.

The car's former UK registration was 'GET 532', changed in 1997 to 'BSJ 292'. Unfortunately, nothing is known of the Lagonda's history after 1960, though it seems to have been off the road for many years (believe since at least 1997 when its registration was changed). The car is understood to have stayed in the UK until 2014 when it moved to a barn in Belgium where it has remained ever since.

Seemingly complete, and with an original interior that could well be saved, this rare coachbuilt Lagonda is offered in need of total restoration and is sold strictly as viewed. A potentially most rewarding project, the car comes with a workshop manual; the aforementioned copy guarantee form and service records; two old UK V5 documents (the most recent a copy, the older an original); and Belgian Document E705 showing that it has passed customs in Belgium and can be registered, post-restoration, of course.

**Refer Department
No Reserve**



36 *

Formerly owned by HRH Prince Sultan Bin Saoud

1964 MASERATI 3.5-LITRE MISTRAL SPYDER

Coachwork by Carrozzeria Frua

Chassis no. AM109*S*005

- Used in the movie *Giulietta degli Spiriti (Juliet of the Spirits)* by Federico Fellini
- Present ownership for 33 years
- Matching numbers
- Circa 500 kilometres since full restoration completed in 2014





'We do not suppose there are many cars whose names conjure up an aura of exotic glamour to the same extent as that of Maserati. Even now, many years after the company has withdrawn from any form of competition, past glories linger on.' - *Sporting Motorist*.

Maserati's survival strategy for the 1960s centred on establishing the company - which hitherto had mainly concentrated on its Grand Prix and sports car racing activities - as a producer of road cars. The Modena marque's new era began in 1957 with the launch at the Geneva Salon of the Touring-bodied 3500 GT. A luxury '2+2', the 3500 GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a Formula 1 World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

Last of these classic six-cylinder Maseratis, the Pietro Frua-styled Mistral commenced production in 1963. The 3.7-litre version of the Bolognese manufacturer's long-stroke engine was fitted to most cars, other options being the 3.5-litre or, from 1966, the 4.0-litre unit. A handsome two-seater on a shortened, square-tube chassis, the Mistral was built in coupé and spyder versions, the former's opening rear window hatch making it an unusually practical car. A five-speed gearbox, all-round disc brakes, and fuel injection were standard equipment; automatic transmission, air conditioning, and a limited-slip differential the options. Production ceased in 1970, by which time a total of 828 coupés and 123 spyders had been built, making the latter one of the rarest of this family of classic six-cylinder Maseratis.

We are advised by the vendor that '005' is the third Mistral Spyder of 27 made with the 3.5-litre engine. According to Maserati Museum curator, Mr Ermanno Cozza, this car was manufactured in July 1964 and used in the movie *Giulietta degli Spiriti* (Juliet of the Spirits) by the renowned Italian director, Federico Fellini (copy telex available). The Mistral was then sold (in March 1965) via the Maserati agent in Athens, Greece to HRH Prince Sultan Bin Saoud, a member of the Saudi Arabian royal family.





The Maserati somehow ended up in Beirut, Lebanon, changing hands several times before being damaged in the civil war of 1975. In 1988 the car was rescued by the vendor and since then has undergone restoration in two stages: the first carried out between 1989 and 1991 and the second and final during 2011-2014.

The vendor twice travelled to Modena to obtain parts for the restoration, which was carried out locally. Parts receipts and restoration invoices are available. Weber carburetors have been fitted and the car also comes with its original Lucas fuel injection system, rebuilt by marque specialists, McGrath Maserati. It should be noted that the original odometer was badly damaged and had to be replaced (at less than 40,000 kilometres) with one showing a higher total. Fewer than 500 kilometres have been covered since the rebuild's completion in 2014 and the Mistral is described by the private vendor as in excellent condition throughout.

The Maserati comes with its Lebanese (cancelled) registration paperwork and an 'Out of Circulation Certificate', while Maserati Classic documents confirming that the car retains its original engine and gearbox are available also. A Maserati Lebanon report includes a compression test showing all cylinders at either 145 or 150psi.

Finished in Grigio Fusilli metallizzato (Gunmetal Grey metallic) with Burgundy Connolly hide interior, the car comes with its original jack and rawhide wheel hammer; an owner's manual; and a parts book. Representing an exciting opportunity to acquire the rare Spyder version of one of these highly sought-after classic Maseratis, this is a dream come true for any aficionado of fine thoroughbred sports cars.

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

Bonhams is the guarantor of the customs duties and taxes clearance; consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€350,000 - 400,000





37 *

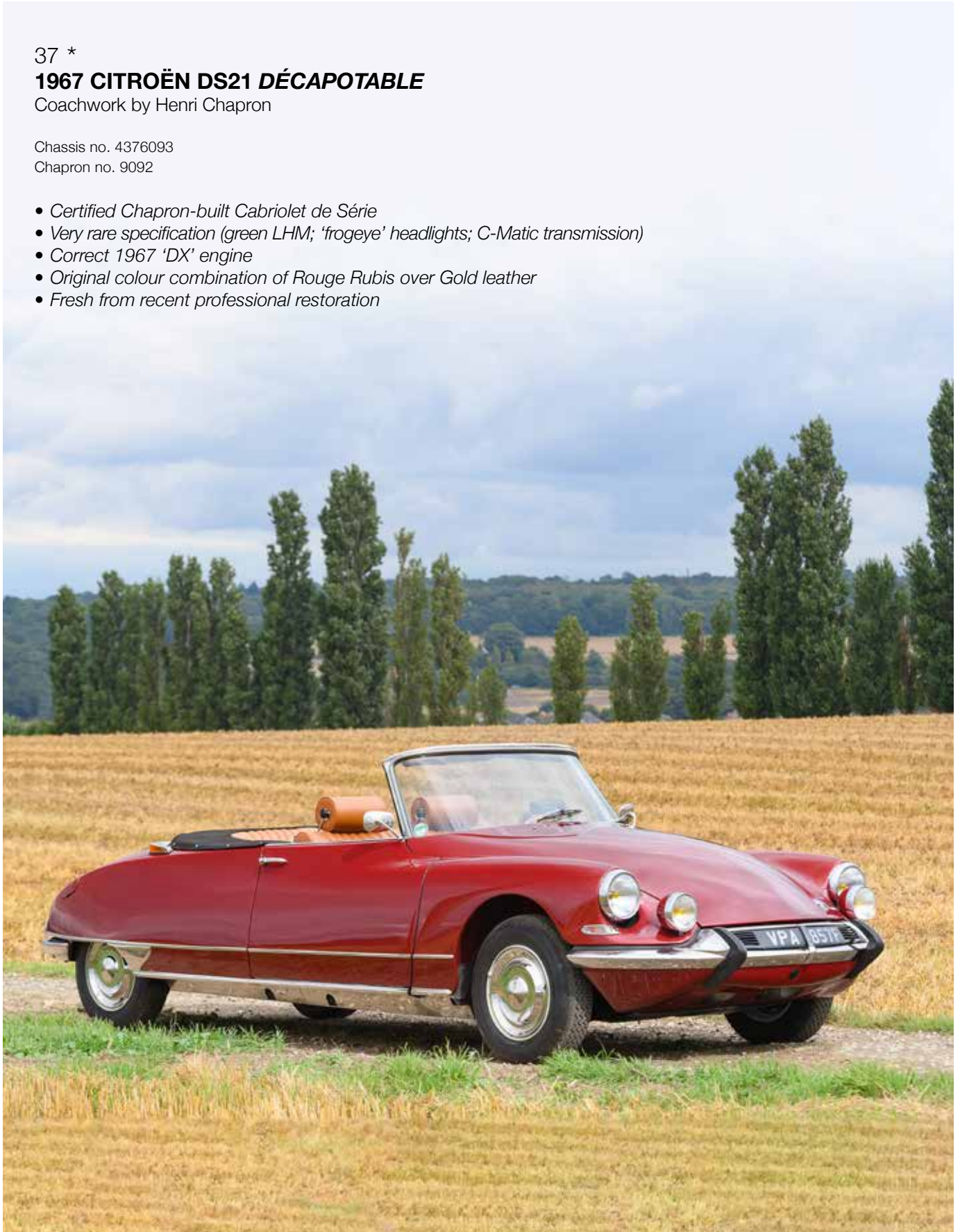
1967 CITROËN DS21 *DÉCAPOTABLE*

Coachwork by Henri Chapron

Chassis no. 4376093

Chapron no. 9092

- *Certified Chapron-built Cabriolet de Série*
- *Very rare specification (green LHM; 'frog-eye' headlights; C-Matic transmission)*
- *Correct 1967 'DX' engine*
- *Original colour combination of Rouge Rubis over Gold leather*
- *Fresh from recent professional restoration*





Offered here is a rare example of Citroën's iconic DS21 *Décapotable*. This car is a Cabriolet de Série, often referred to as a Cabriolet Usine (factory convertible) built by Henri Chapron after Citroën bought the rights to his design; although made by Chapron, the Cabriolet de Série could only be sold via the Citroën dealer network. Chapron continued to build his own range of bespoke designs on the DS platform, which were always different from the Série cars.

In total, 1,365 Série convertibles were sold between 1960 and 1971; most were built prior to 1966 and so were delivered with the antiquated 1,911cc engine used since the DS's introduction in 1955. Examples built subsequently with the more modern 2,175cc engine are relatively rare.

The most important aspect of this car is that it combines the more reliable 'green' LHM system with the arguably more attractive 'frog-eye' headlights. This combination was produced only between September 1966 and September 1967 prior to the introduction of the restyled nose with the enclosed headlights.

This car also has the C-Matic semi-automatic gearbox and thus represents what for many enthusiasts is the dream specification. It is one of only 60 DS21 *Décapotables* delivered in 1967 with the semi-automatic transmission.

A copy of Henri Chapron's order form is in the car's history file, showing that chassis number '4376093' was delivered to the coachbuilder's factory at 114 rue Aristide Briand, Paris on 8th December 1966. Chapron's order number was '9092', and the DS was finished in Rouge Rubis with Gold leather interior. The completed car left Chapron on 14th February 1967 to be sold via the Citroën dealership network.

A registration document on file shows that this *Décapotable* resided in Le Vesinet in the western suburbs of Paris during the mid-1970s. In 1978 the car was acquired by its third owner, Alistair Hacking and exported to the UK. Fully restored during 1992/1993, the car was sent to a Netherlands Citroën DS specialist in 2019 for further restoration, which included the mechanicals, hydraulic system, bodywork, brightwork and interior. The restoration was completed in 2020 with final details completed by French Classics in England.





This *Décapotable* has full matching numbers - chassis, body, and correct DX engine – while the presence of Chapron marking on several of the body panels is further evidence of its originality. Unlike many *Décapotables* this example retains its original chassis. Chassis '4376093' has been certified by Chapron via a document issued by Noëlle-Eléonore Chapron in January 2019 (on file).

The *Décapotable* is the most sought-after variant of the iconic Citroën DS. Of the 1,365 Cabriolet de Série models built, only 483 were based on the DS21, and this example is the 340th made. Presenting in truly superb condition following its recent restoration, the car drives beautifully, combining unrivalled ride quality and sublime elegance in equal measure.

Please note this motor car is subject to the reduced local import tax should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.
€210,000 - 260,000





38

One of only 7 built

1955 FACEL VEGA FV1 CABRIOLET

Chassis no. 55038

- *The 4th of only 7 examples built*
- *Ex-Francis Lopez*
- *Ex-Alain Dominique Perrin*
- *Rare French 4-seat open V8-cruising*
- *Known ownership history*





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.

Forges et Ateliers de Constructions d'Eure-et-Loir (Facel) was founded in December 1939 as a subsidiary of the military aeronautics company Bronzavia. After WW2 Facel was headed by Jean Daninos, formerly Bronzavia's technical director, who merged the company with Métallon. Facel engaged in the supply of car bodies to Panhard, Simca, and Ford before diversifying into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon.

Government legislation had effectively killed off France's few surviving luxury car manufacturers after WW2, but that did not deter Jean Daninos in his bold attempt to revive what had once been a great French motoring tradition. A luxurious Grand Routière, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA for the Vega's, setting the pattern for future models. The engine chosen initially was Chrysler's 4.5-litre, 180bhp V8. Initially for the FV1 the engines were De Soto but sold under the Chrysler corporation. There was a choice of automatic or manual transmission. Improvements to the first FV model were not long in coming, the FV1, introduced in March 1955, featuring a lengthened wheelbase for increased rear seat room and a 4.8-litre, 200bhp Chrysler/De Soto V8.

Seven FV1 cabriolets were built, but Daninos was not keen on soft-tops, considering them too expensive to produce, and production concentrated on fixed-head coupés, although there was also the Excellence, a limited-edition four-door saloon on an extended wheelbase.





The range progressed through the FV series to the HK500 and Facel II, all featuring Chrysler's most powerful engines available. Following an unsuccessful venture into engine manufacture that effectively bankrupted the company, production ceased in 1964. Today these rare Franco-American Gran Turismos are among the most highly sought after of post-war classics.

It was at the Paris Motor Show in October 1954 that Francis Lopez, the famous French songwriter and composer of numerous successful operettas, visited the Facel stand and learned that the manufacturer was planning to launch a convertible FV1, which would be more powerful than the FV coupé exhibited at the show. Equipped with two-speed automatic transmission, Lopez's FV1 convertible was delivered on 9th July 1955 and registered three days later as '3000 EF 75'. Francis Lopez subsequently owned other exotic convertibles such as a Maserati 3500 Spyder Vignale (in 1963) and a Bentley S2 Cabriolet (in 1966).

Some two years later, Lopez parted with the Facel, which passed to the Paris-based company L'Habitat Frères on 27th November 1957. The car had two further owners in Paris before relocating to the Aisne Département where it was registered as '147 FU 02' on 30th June 1960. In September 1961 Facel was sold to Fontainebleau returning to Paris in August 1966 when it was registered as '1185 TE 75' in the ownership of Mr Jimmy Cisse.

Subsequently, the Facel was found in an abandoned garage in the suburbs of Paris, minus its registration card. On 26th July 1984 ownership passed to Thierry Olive of Saint-Martin-de-Castillon. The car was then extensively restored: bodywork, paint, mechanicals, etc.

On 23rd June 1997, '55038' was sold at auction to Alain Dominique Perrin, President of the Cartier Foundation, and the following month was registered as '5537 JM 46'. In January 2004 the Facel was sold on Mr Perrin's behalf by Bardini Automobiles to Belgium. The odometer reading at this time was 63,118 kilometres and is now 65,531. Copies of old registration papers and the 2004 bill of sale are on file together with a list of previous owners. The car comes with Belgian registration documents and is currently registered with the most suitable registration plate 'FV-1'.

An exciting combination of elegant European style, American V8 power and open top 4-seat cruising, this beautiful and rare Facel FV1 Cabriolet is a worthy successor to the legendary French Grandes Routières of pre-war days.

€350,000 - 450,000





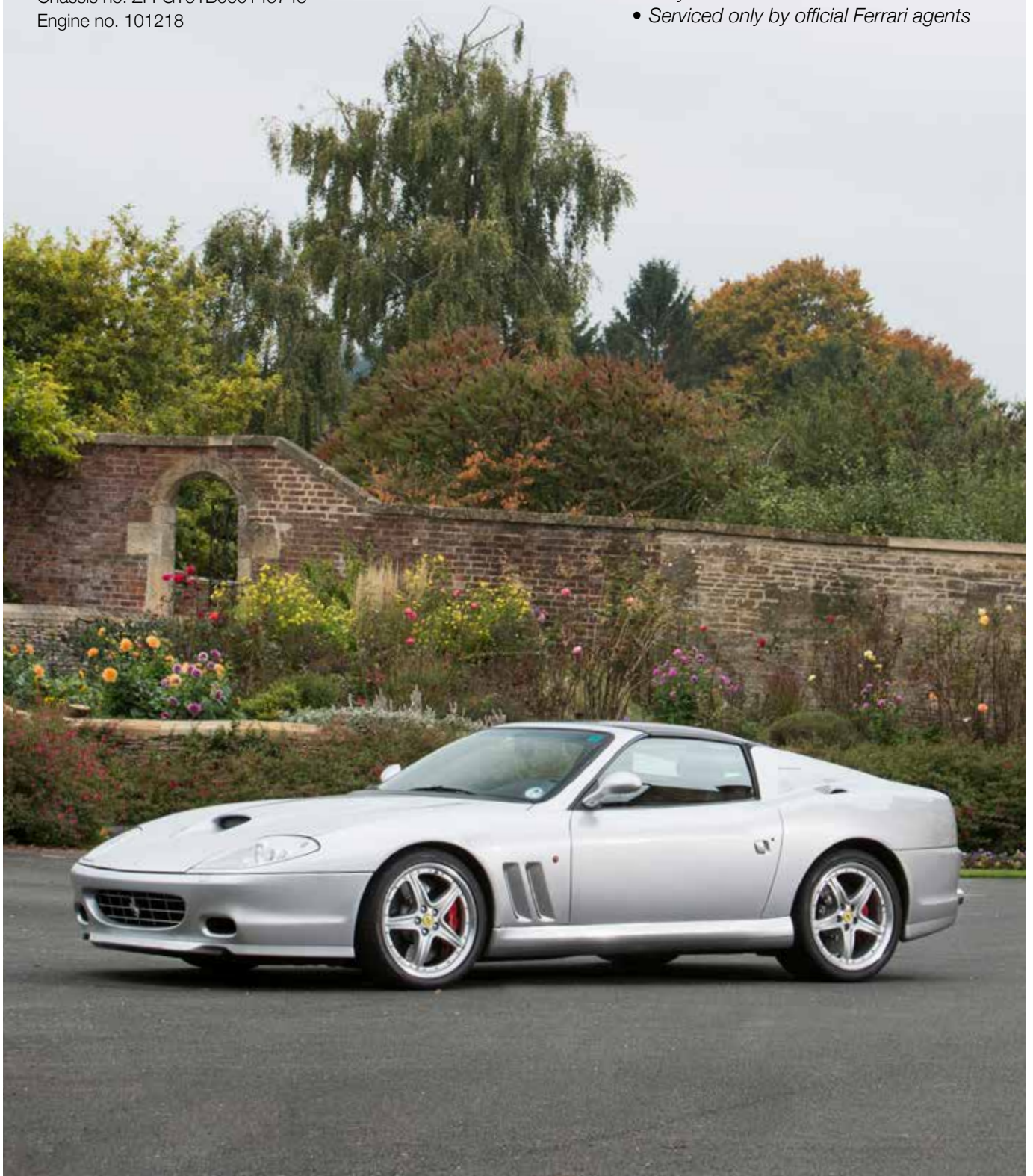
39

**2005 FERRARI 575 SUPERAMERICA
6-SPEED MANUAL**

Chassis no. ZFFGT61B000145743

Engine no. 101218

- *One of only 43 manual transmission cars*
- *Desirable Fiorano GTC Handling Pack*
- *Delivered new to Italy*
- *Only two owners from new*
- *Serviced only by official Ferrari agents*





With the introduction of the 550 Maranello in 1996, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. *Car* magazine was understandably enthusiastic: 'The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago.'

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

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 320km/h road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights. Featuring a luxuriously appointed leather interior, this new generation Gran Turismo recalled and honoured its iconic forebears with aplomb.

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





In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible, the Superamerica. Drawing its name from the iconic Pininfarina designed Lampredi V12-powered GT cars of the 1950s and '60s, the 199mph 575M Superamerica retained the coupé's mechanicals together with its general design while featuring a unique pivoting photo-chromic roof.

The work of Pininfarina's chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 'Daytona', it was the first roof of its kind ever fitted to a production car, and was built using a carbon fibre frame integrated with electro-chromatic glass. The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light, letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun's rays at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds.

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

This supremely well specified left-hand drive Superamerica was built by special order after its owner had visited Maranello. Its special features include a black instrument panel back-plate (instead of yellow/red); full carbon boot interior panel (as per the Geneva Show car, later changed for series production to less expensive felt); interior carbon option, but retaining leather side panels; fuel cap in body colour rather than the stock aluminium; Schedoni bespoke luggage set; and several other interior options.





Finished in Grigio Nürburgring with Burgundy interior, the Superamerica was first registered in Italy on 22nd December 2005 and later on in the UK where it has been fitted with UK-specification lights and instrument cluster (originals available).

It was previously registered in the UK and was fitted with UK-specification lights and instrument cluster (originals available) as these have now been replaced by EU correct units in km/h. The odometer reading when the unit was changed was circa 13,000 kilometres; the replacement odometer in miles comes with the car. Currently the odometer reads just over 15,000 kilometres whereas the actual mileage is believed to be just over 20,000 kilometres from new (including the 3000 miles it has done with UK-instruments).

Accident-free, the car is offered with and old UK V5C registration document, copy of the current Luxembourg registration document (cancelled in April 2018), car cover, original luggage set, toolkit, Ferrari battery charger, certificate of conformity and an extended warranty for the roof. It has been serviced exclusively by official Ferrari agents: Rosso Corsa (Milan), Kessler (Lugano) and Bob Houghton (UK).

The 575M Superamerica has become one of the most highly coveted Ferraris of recent times thanks to its rarity, uniquely innovative design, and the exhilarating driving experience that can only be had behind the wheel of one of these modern Ferrari V12 roadsters. It is generally accepted that the Superamerica's semi-automatic transmission did not offer the most satisfying driving experience, which only makes this ultra rare example with its six-speed manual gearbox all the more desirable. The car comes with Luxembourg registration documents.

€600,000 - 700,000



40

One of only 30 production EB110 SS examples built

1994 BUGATTI EB110 SUPER SPORT COUPÉ

Chassis no. ZA9BB02E0RCD39011

- *Delivered new to Germany*
- *One of the most powerful SS models built*
- *Four owners from new*
- *Full Bugatti service history*
- *Circa 30,000 kilometres from new*









Forty years after Ettore Bugatti's death in 1947, the once legendary but moribund marque, one of the most renowned in automotive history, was acquired by ambitious Italian businessman Romano Artioli, whose aim was nothing less than a resurrection of Bugatti in the form of a state-of-the-art supercar. Artioli chose Modena, home to Ferrari, Lamborghini and Maserati, as the place to build his modern factory from which the first completed production car rolled out in 1992. Designated 'EB110' (signifying its debut 110 years after Ettore's birth) the first new Bugatti since the 1950s was an advanced mid-engined supercar acclaimed as worthy successor to its formidable antecedents.

The Bugatti EB110 GT was designed by none other than engineer Paolo Stanzani and stylist Marcello Gandini, co-creators of the exotic Lamborghini Countach supercar to which the EB110, with its short nose, wedge-shaped body and gull-wing doors, bore a strong resemblance. Beneath the skin there were similarities too, the short-stroke V12 engine with forward mounted gearbox having been pioneered on the Countach.

Had the EN110 stopped there it would have constituted a remarkable enough debut for a fledgling manufacturer, but to the already outstanding specification Stanzani added five valves per cylinder, four turbo-chargers, a bespoke six-speed gearbox and four-wheel drive! Despite the complexity, the EB110 worked well on the road, its compact dimensions combined with four-wheel drive making for exceptional agility, with excellent grip and balance no matter what the conditions. The 3.5-litre V12 developed 561bhp, good enough for a top speed of 340km/h, a figure recorded at the Nardo test track in Italy which placed the EB110 on a par with that other 'World's Fastest Car', the Jaguar XJ220.

There was also a lightweight version, the even more powerful and expensive EB110 SS (Super Sport), which debuted at the Geneva Salon in 1992, six months after the launch of the EB110 GT. For the Super Sport, Bugatti boosted power still further; published outputs varied but all had one thing in common - they were in excess of 600bhp.





The increase in power had been achieved by fitting a new ECU together with larger fuel injectors and a less restrictive exhaust system. Overall weight was reduced by 202kg by replacing some aluminium panels with carbon/Kevlar alternatives and fitting magnesium BBS wheels. For the Super Sport, Bugatti claimed a 0-100km/h time of 3.14 seconds and a top speed of 355km/h, breathtaking figures even by today's standards.

While, understandably, headline writers emphasised its stupendous performance to the exclusion of almost everything else except the price (\$380,000 for the SS version) the EB110 was nevertheless a very well built product possessing a roomy and lavishly equipped interior.

Unfortunately for Artoli and his collaborators, the EB110 launched just as the early 1990s' recession took hold, and the company entered receivership in 1994. In addition to the five aluminium and eight composite-chassied pre-production prototypes, it is believed that a mere 125 of these exotic cars were built (95 GT and 30 SS), Formula 1 World Champion Michael Schumacher and HRH the Sultan of Brunei being perhaps the most high-profile owners.

This EB110 SS was specially ordered on 30th July 1993 and delivered via the German imported Auto König in April 1994 to Dr Bernd Pöhlmann, its first owner, a sports car enthusiast living in Bavaria. Special options included blue anodised aluminium control pedals, gear shift knob, and window switches, while the interior colour was changed by the customer to dark blue during production. Dr Pöhlmann also specified that his EB110 SS should have a more powerful engine, and this car's (number 'B110.01 085') is one of the most powerful SS engines produced.

Having driven around 9,000 kilometres, Dr Pöhlmann sold the Bugatti in October 1997 to Mr Jürgen Jaudszims of Hamburg, who kept the car till 2003 when it was sold to the collector, Jan Van Stuivenberg. The Bugatti was then licensed in the Netherlands as '83-RK-ZD'. Mr Van Stuivenberg owned the car for ten years, during which time the recorded mileage total increased to 18,074 kilometres and sold it in March 2013 to the fourth and last owner (in Munich). In his ownership the car was driven regularly and routinely serviced.





Model EB 110 SS
Owner BERND R POHLMANN
Chassis N° 011
Engine N° 085
Colour GRIGIO CHIARO MET



Please scan to see video





Especially for this sale, the Bugatti was despatched to B.Engineering in Campogalliano for a full service, technical inspection and certification, and at the same time was returned to absolutely original condition. In addition, the car was carefully examined and found to show no signs of any accidents. The car has been serviced by the Bugatti Customers Service Department on three occasions in total (November 2005, February 2014, and July 2021), the odometer reading on the last visit being recorded as 29,995 kilometres.

The car is currently German registered and comes with a huge file of service and maintenance invoices, and the all-important Certificato di Autenticità supplied by Bugatti. A sports exhaust and a seat made for larger drivers are included in the sale.

Finished in Grigio Chiaro metallizzato (Light Grey metallic) with dark blue leather interior, '011' is presented in excellent order throughout and represents a rare opportunity to own and enjoy one of the iconic supercars of the 1990s, the performance of which few cars can match, even today.

€2,000,000 - 2,500,000



1966 CITROËN 2CV SAHARA AZ 4X4

Chassis no. 0772

- Rare 4x4 Sahara 2CV variant
- Ultra-rare Swiss-delivery example
- Matching numbers, front and rear engine
- Restored between 2009 and 2017
- Comes with Citroën Dating Certificate



Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favoured car of the environmentally concerned motorist.

Although the original 375cc air-cooled flat-twin engine grew eventually to 602cc, the 2CV's performance remained relatively modest at around 110km/h flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. It was a sad day for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years.

One of the more unusual of the many 2CV variants, and certainly among the most collectible today, is the four-wheel drive 'Sahara' which, unusually, used a second engine to drive the rear wheels. This ingenious means of providing all-wheel drive had already been tried by some Citroën dealers, and by the end of the 1950s the factory had decided to produce its official version, which was intended mainly for use in the rough desert terrain of France's North African colonies. The first prototypes were shown to the motoring press in 1958, with production proper commencing in December 1960. As well as the additional engine, the Sahara featured a special chassis, reinforced suspension, wider wheel rims, twin fuel tanks (beneath the front seats) and countless other modifications to enable the car to cope with difficult terrain and climate.

In 1962, following Algeria's independence, Citroën dropped the 'Sahara' name and the car became the '2CV 4x4'. It is estimated that 695 of both designations were built.

This 2cv Sahara was delivered new in Switzerland, evident from the indicators in the front wings and the white wheels (other examples had gris rosé wheels). The car, owned by a lady at the time, was regularly serviced by Citroën Garage Aebi in Lyss, Switzerland. The car remained in Zürich up to 1975 and then relocated to the Jura region of France. In 1979 the Sahara was dismantled; its restoration was never started and the car was still in pieces when the current vendor bought it in 2009. Fortunately it was still complete, even the 2 original 'Garage Aebi' key rings were still present. The enthusiast owner then proceeded to restore the Citroën, a lengthy process that took the next eight years to complete.

These twin-engined 2CVs rarely come to the market, and this beautifully presented example is worthy of the closest inspection. Ready for its next adventure, the car is offered with its cancelled Swiss registration document; current Belgian registration documents and a technical inspection valid until 2026; sundry restoration invoices; Extracts from a magazine featuring the car's restoration; and a Citroën Dating Certificate confirming authenticity and matching numbers.

€70,000 - 90,000

No Reserve



42 *

1972 ASTON MARTIN DBS V8 SPORTS SALOON

Chassis no. DBSV8/10136/LC

Engine no. V540/015 EE

- Left-hand drive model originally delivered to the USA
- Automatic transmission
- Factory 'Coolaire' Air conditioning



"Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 96mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5mph." - *Autocar*, 8th July 1971.

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time." Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

A full four-seater, the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969.

With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 160km/h in under 14 seconds, running on to a top speed of 256km/h - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 160km/h in around 15 seconds and better 232 km/h flat-out.

Left-hand drive chassis number '10136' was despatched new to Aston Martin Lagonda Inc in the USA and sold new to one E D Sandford of Margaretsville, New York. The accompanying guarantee form copy shows that the car was originally finished in Deep Carriage Green with natural Connolly leather interior, and that it left the factory equipped with exhaust emission control; the automatic gearbox; Coolaire air conditioning; and a Waso steering lock.

Now being offered having been on static display, the DBS V8 will naturally require recommissioning before returning to the road.

Please note this motor car is subject to the reduced local import tax should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€50,000 - 70,000

No Reserve



43 *

**1961 ASTON MARTIN DB4
'SERIES III' SPORTS SALOON**

Chassis no. DB4/606/L
Engine no. 370/615

- *Factory left-hand drive, delivered new to the USA*
- *Original matching number engine.*
- *Completely rebuilt by Aston Martin in 1969*
- *Factory-fitted Webasto sunroof*





"For many Aston Martin enthusiasts the DB4 was the best of the post-war cars. Previous cars were lacking in power while the later DB5 and DB6 put on weight and were more like fast tourers than high-speed thoroughbreds..." – Mike Twite, *Motors*, 1967.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights and new grille with seven vertical bars. The final, fifth, series was lengthened to 15' (allowing for increased legroom and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.

This Series III DB4's guarantee form copy shows that it was manufactured in left-hand drive configuration and delivered to the J S Inskip distributorship in the USA in May 1961. The DB4 left the factory finished in Sea Green with White Gold interior trim and was equipped with chrome road wheels. Its first owner is recorded as one Robert S Mautner of Lindenhurst, New York and there is one subsequent owner listed: Mr P Sprague (no address given). The AMOC Register records the car as still in the USA in 1983.





Perhaps the most surprising aspect of this DB4's history is the amount of service work required during its early life, the first entry being dated 3rd July 1961 (at 1,000 miles) when the transmission was rebuilt! The clutch was replaced in February 1962 and then some seven years later the Aston was treated to a complete mechanical overhaul, including the suspension, brakes, steering and a full engine rebuild, at only 51,392 miles. These works also included repairs to body panels; repainting; a complete interior re-trim in natural leather; installing a new Bosch New Yorker radio; and fitting a Webasto sunroof. In fact, so extensive was the rebuild that the DB4's owner ended up with what was effectively a brand-new car.

Now being offered having been on static display, this matching numbers DB4 will naturally require recommissioning before returning to the road.

Please note this motor car is subject to the reduced local import tax should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€250,000 - 300,000

No Reserve





44

**2018 ASTON MARTIN VANQUISH ZAGATO
SPEEDSTER – STORCK VINTAGE EDITION**

Chassis no. SCFNMCTZ0JGK54470

- *Number 25 of only 28 Zagato Speedsters made*
- *One owner and only 290 kilometres from new*
- *Desirable Storck Vintage Edition*
- *Delivered new in Germany*
- *'As new' condition throughout*
- *Complete with Aston Martin Service Book*





“Using Aston Martin’s excellence in design, we have introduced a modern interpretation of the famous Aston Martin and Zagato collaborations and produced a Speedster. The Vanquish Zagato Speedster is elegant but brutal which reflects the great balance between race performance and pure Aston Martin design. The original DB4GT Zagato was a true icon, powerful and graceful; the new design is a fusion of unique and original features and is a true representation of the spirit of the DB4GT Zagato. For us it is a forward thinking Zagato Speedster which pays its respect to the past.” - Marek Reichman, Chief Creative Officer, Aston Martin.

As its name suggests, the Aston Martin Vanquish Zagato Speedster was based on the Vanquish Zagato Coupé, the latter an exclusive, limited edition variant of the production Vanquish. According to Aston Martin: “As such, the Speedster Bodystyle is the most exclusive of all the Aston Martin Zagatos, ensuring the Vanquish Zagato Volante (sic) is destined to become one of the most highly coveted automobiles in Aston Martin’s history.”

The original Vanquish had debuted at the Geneva Auto Show in March 2001 with deliveries commencing a few months later. Styled by Ian Callum, the man responsible for the DB7, the V12-engined Vanquish took over from the Vantage V8, the Newport Pagnell factory undergoing an extensive multi-million pound refurbishment to accommodate it.

For the successor, ‘2nd Generation’ Vanquish, production shifted to Aston Martin’s new factory at Gaydon, from whence deliveries commenced in 2012. Developed from the Project AM310 concept car, the Vanquish utilised a new lighter chassis employing more carbon fibre than the existing DBS platform, as well as having all-carbon fibre bodywork. The exterior styling had evolved from that of the DBS, with styling cues such as the elongated side strakes clearly inspired by the exclusive, limited edition One-77, while the boot lid featured an integral rear spoiler. The One-77’s influence also extended to the interior, which boasted hand-stitched leather and Alcantara.

Beneath the bonnet there was an upgraded version of Aston Martin’s flagship AM11 V12 engine producing 565bhp and 457lb/ft of torque, while the transmission was an ‘Touchtronic II’ six-speed paddle-shift automatic. In August 2014 Aston Martin announced an improved specification for the Vanquish, which included an eight-speed ‘Touchtronic III’ gearbox and an AM29 6.0-litre V12 engine producing 568 horsepower. Top speed increased to 320km/h and the 0-100km/h time - aided by launch control - dipped to 3.6 seconds. Keeping all this in check were ventilated carbon ceramic discs all round, gripped by six-piston callipers at the front and four-piston units at the rear. Suspension was by double wishbones front and rear, controlled by a three-way-adjustable adaptive damping system offering Normal, Sport, and Track modes.





Built initially as either a two-seater or 2+2 coupé, the Vanquish also became available in 2013 as a Volante convertible. In November 2016, Aston Martin announced the new Vanquish S, which came with an up-rated engine and a new aerodynamic package. A Volante convertible version became available in 2017, coincidentally with the arrival of the limited edition Vanquish Zagato coupé, the latest creation to arise from Aston Martin's long-standing relationship with the prestigious Italian *Carrozzeria*.

A Zagato trademark since the 1950s, the iconic 'double-bubble' roof was instantly recognisable, while the new bodywork was entirely shaped from carbon fibre. Powered by the AM27 Vanquish S V12 engine producing 600PS (592bhp), the Vanquish Zagato can deliver a projected 0-100km/h time of 3.5 seconds on its way to a top speed in excess of 324km/h. According to Aston Martin: "This performance, matched with its unique suspension setup, creates a unique driving experience to stir the senses."

The Vanquish Zagato concept had been unveiled to great acclaim at the prestigious Concorso d'Eleganza Villa d'Este at Lake Como, Italy in May 2016, and the following year it was announced that shooting brake and speedster models would be built. But whereas 99 of the former were planned, only 28 of the latter would be completed.

In 2015 a unique collaboration between 'Q by Aston Martin' and Storck Bicycle GmbH had resulted in seven limited edition Vanquish Coupés being built. German bicycle designer Markus Storck has a long track record in developing innovative ground breaking products, pioneering the use of carbon fibre, which have won numerous design awards. As such, his company was a perfect fit for collaboration with Aston Martin. With the launch of the Vanquish Zagato Speedster, Aston Martin took the opportunity to collaborate with Storck again to further this unique partnership. Three different models of the Vantage Zagato Speedster Storck range were developed: the Gentleman Speedster; Heritage Sport Speedster; and Vintage Speedster, as seen here. Adding €50,000 to the €1,051,181 basic price, the Vintage Speedster's key features are as follows:

Exterior

- Paint: Solar Bronze Satin
- Satin finish carbon fibre. Locations as standard carbon
- Wheels: 15-spoke Zagato satin black diamond turned
- Window surround: polished stainless steel
- Side strakes: bright polished. Exhaust tailpipe finish: bright
- Brake callipers: black





Interior

Q Woven leather in Obsidian Black (seat inserts, door inserts)* Due to testing required this would be sold under waiver
 Interior environment: Bronze metallic leather. Thread: fine match to
 Headrest embroidery: Z embossed logo
 Headlining inner: Rokona – Tailors Grey
 Carpet: Bitter Chocolate
 Interior fascia: carbon fibre 2x2 twill
 Hardware pack: black. Jewellery pack: Shadow Bronze
 Steering wheel: round AML leather colour keyed steering wheel with matched to leather stitch
 Seatbelt colour: Warm Charcoal

This one-owner Vanquish Storck Vintage Speedster was delivered new to Germany where it is currently registered. As well as the €50,000 Vintage Speedster package, this car also has the following desirable options:

- Garage door opener with auto dim mirror
- Carbon fibre paddles
- Alarm upgrade
- Leather ECU pouch
- Second glass key
- First Aid kit

Costing €1,105,353 when delivered, this stunning Speedster has covered only 290 kilometres since it left the factory and is presented in effectively 'as new' condition. The car is offered with its Aston Martin Service Book; Aston Martin Certificate of Conformity; German registration papers; two service invoices (November 2019 and February 2021); and a detailed listing of its outstanding specification. With only 28 built, this ultra-exclusive Vanquish Zagato Speedster represents a possibly once-in-a-lifetime opportunity to own one of the rarest of post-war Aston Martins.

Please be advised that due to the 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 rate prevailing in the country of registration.

€850,000 - 1,250,000



45

1970 PORSCHE 911T 2.2-LITRE TARGA

Chassis no. 9110111785

Engine no. 6102574

- *Superb Pastel Blue colour scheme from new*
- *Desirable EU-delivered example*
- *Matching chassis and engine numbers*
- *Desirable five-speed manual gearbox*
- *Porsche Certificate of Authenticity*





“Quite understandably, journalists got excited about the revised 911s. For many reasons, the 2.2-litre cars would be among the best Porsches ever made. Performance was more than adequate, all the ‘bugs’ had been eradicated and genuine improvements had been made. Even the ‘baby’ 911T was capable of 206km/h, dashing from rest to 100km/h in under 9 seconds” – Lawrence Meredith, *Porsche 911 Model by Model*.

Porsche’s perennially popular 911 sports car first appeared at the 1963 Frankfurt Show as the ‘901’, but shortly after production proper commenced in 1964 had become the ‘911’ following Peugeot’s complaints about the use of ‘0’ model numbers. In 1967 the 911T (Touring) was introduced as a new base model, initially with the 2.0-litre engine in 110bhp form before gaining the 2.2-litre unit along with the rest of the range in 1969, by which time the 911’s wheelbase had been extended by 57mm to tame the sometimes wayward handling. Such was the 911’s success that within a few years Porsche was selling cars faster than it could build them, a state of affairs that led to a substantial proportion being manufactured by coachbuilder Karmann at its Osnabrück factory.

Two years after the original coupé’s introduction, a convertible 911 - the ‘Targa’, named in honour of Porsche’s numerous victories in the Sicilian classic Targa Florio - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot when not in use. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

The Porsche certificate confirms this 2.2-litre 911T Targa was originally finished in Pastel Blue, how it is presented today, equipped with the desirable 5-speed gearbox, rear mirror passengerside, comfort equipment and Recaro sports seats in beige leatherette.

The 2.2 T Targa was delivered new on 6th April 1970 to a Mr Margueritis in Como, Italy, and we can only imagine what fun he had driving this beautiful sports car that stood out from the hoards of local FIATs and Alfa Romeos. The Porsche remained in that region (serviced in Milan) in the early 1970s and by June 1973 had covered 60,000 kilometres (service book on file). Circa 2016/2017 the car was professionally restored in Italy, the seats being changed from Recaro to the more comfortable alternative (restoration photographs on file).

In April 2017, the Targa was purchased by the current Belgian owner, a Porsche enthusiast, who has spent more time and effort keeping it in excellent condition. He had the 15 inch Fuchs wheels restored in 2017 by Fuchs themselves at a cost of nearly €1,500; the related invoice is on file together with others from Porsche Centre Liège. Also a protection foil has been added to protect the paint from any stone chips. Having enjoyed the Targa for the last four years, the owner now feels the time is right to pass it on to the next custodian. The vendor advises us the car is an excellent runner and he is especially complimentary about the 2.2-litre carburetted engine, which is an absolute pleasure to drive. Fitted with original Blaupunkt radio, the car comes with Belgian registration documents; a copy of old its Italian registration documents; two sets of keys; and original Porsche pouch, Porsche certificate, Porsche Classic check (2017), toolkit, owner’s manual, and its original service booklet.

€90,000 - 130,000
No Reserve



1957 ALFA ROMEO 1900C SUPER SPRINT COUPÉCoachwork by *Carrozzeria Touring*

Chassis no. AR1900C10464

Engine no. AR1308 10464

- *Desirable three-window coupé*
- *Delivered new in Italy*
- *Lovely original colour scheme*
- *Matching numbers chassis and engine*
- *Five-speed column-shift gearbox*
- *Mille Miglia eligible*



Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 220km/h.

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

The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy of the aluminium-alloy body, these cars could top 190km/h. 'The Family Car That Wins Races', they shone in competitions of all kinds including the Targa Florio, Stella Alpina and Coupe des Alpes. A total of 949 Sprints and 854 Super Sprints had been made by the time production ceased.

Touring's three-window coupé is acknowledged as the most elegant and attractive of the 1900 series, with restrained, perfectly balanced lines, devoid of any unnecessary decoration. The brightwork is notable for its simplicity while the dashboard is plain and functional.

Chassis number '10464' is one of 584 Alfa Romeo 1900C Super Sprints produced between 1955 and 1958, of which some 200 are believed to survive today. The Italian Car Registry and the Centro Documentazione Alfa Romeo confirm that chassis '10464', fitted with engine number '1308.10464' (matching the current engine number) was delivered new in April 1957 to City Motors in Italy and was originally black. Subsequently exported to the USA, the car returned to Europe recently and is offered with EU taxes paid.





This example of a landmark model from one of motoring's most charismatic marques was the subject of a high quality restoration by a previous owner some years ago. Recent mechanical work includes rebuilding the brakes, master cylinder and wheel cylinders; an oil change including gearbox and differential oils; and adjusting the valve clearances and the twin Solex carburetors.

The black paint contrasts vividly with the delicate chrome and polished trim, while the window glass, light lenses, and the windscreen are clear and show only mild signs of ageing. The Borrani wire wheels with their chrome-plated dual-ear knock-offs are a perfect match for the large brake drums. As if celebrating the two companies' shared design and engineering heritage, the 'Superleggera' emblems, 'Alfa Romeo' badges, and exterior trim are all in very good condition.

The two-tone grey leather/cloth interior was restored some time ago. The textured black instrument panel blends smoothly with the gloss black dashboard, while the array of beautifully contrasting instruments and detailed controls are elegance itself. The sculpted gloss black steering wheel is complemented by the column shifter, a common enough feature of contemporary Italian road cars, and somewhat atypical in being a five-speeder.

The engine compartment was restored to a high level with originality a priority, and still retains handsome detailing, correct hardware, and proper fasteners. The textured black castings are finished with great attention to detail and authenticity. The twin Solex carburetors, engine castings, and various correct details reflect a capable car that can be enjoyed as is or further detailed for participation in concours events. The boot is trimmed with tailored and piped black carpeting, and houses a Borrani spare wheel.

According to the vendor, the car starts quickly warm or cold with a nice snappy throttle response. Alfa Romeo 1900s are known to respond well when properly and spiritedly driven, and this car is no exception. In the case of this 1900C SS, the experience is like one of a perfectly fitting glove, with everything immediately and pleasantly at hand, gears engaging easily, control pedals responding quickly. It is hard to think of another 1950s touring car that combines so many of these attributes as the 1900C SS, and this particular car is said to have that 'just right' feel either when driven or on display. Service records for recent work plus photographs documenting the engine rebuild accompany the car together with a US title (EU-taxes paid), books and documents relating to the car's history including the Alfa Romeo Museo Storico certificate confirming matching chassis/engine numbers and the Nero exterior colour.

€160,000 - 200,000



47

1971 FERRARI DINO 246 GT 'E' SERIES

Coachwork by Pininfarina

Chassis no. 02650

Engine no. 1117

- Delivered new in Italy
- Original colour combination of Azzuro Dino over Pelle Nera
- Known ownership history
- Ferrari Classiche certified



"It is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high..." – *Road & Track*.

It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 220km/h, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M', and 'E', these designations reflecting detail changes in the specification.





As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GT Spyders by the time the model was deleted in 1974. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence.

This Series 'E' Dino 246 GT Berlinetta was sold new in Florence, Italy. It was ordered in September 1971 and delivered in February 1972 via the Nocentini Automobili SpA dealership. Originally finished in Azzuro Dino with rare Pelle Nera interior, it is one of only 90 cars finished in this attractive blue colour scheme. The Dino's first owner was one Roberto Bresci of Prato, Italy. In 1994, having enjoyed a handful of subsequent owners, all in Italy, the Dino was exported to the USA, passing into the ownership of David W Weisel of Bloomington, Minnesota. In January 1995, Mr Weisel sold the Ferrari to Mike Sheehan's European Auto Restorations of Costa Mesa, California, who in turn sold it on to Mr David Chow in Switzerland.

Maintained by Garage Autosport in Geneva, the Dino was sold by Mr Chow via Bonhams' Gstaad auction in December 2005, passing into the ownership of Mr Andrew Stear, who gave it to his daughter as a present. Painted red at this time, the Ferrari was registered on French plates as '817 BTH 06' and received the all-important Ferrari Classiche certification in April 2008.

The Ferrari 'Red Book' accompanying the car confirms this Dino retains its original matching numbers engine, the gearbox is of the original type 607 E. The car later returned to Switzerland. Around 2012 the Dino moved to Germany where it was serviced with Ferrari Specialist Eberlein (invoice on file), more recently the Dino was professionally restored (cosmetically) to a very high level from bare metal, refinished in its original and attractive Azzuro Dino livery. This beautiful 246 GT is offered with a list of past owners, German registration documents and the all-important Ferrari Classiche certification.

€300,000 - 400,000



48

The 1956 Paris Motor Show

1955 JAGUAR XK 140 COUPÉ

Coachwork by *Carrozzeria Ghia*, Torino

Chassis no. 810827DN

- *One of only four Ghia-bodied XK140s with unique coachwork*
- *Formerly the property of respected Jaguar historian and historic racer Roland Urban*
- *Raced throughout the 1970s*





The XK140 at the 1956 concours d'élégance in Cannes © Collection Bernard Viart



Although it had one of the best sports car chassis available, and unquestionably one of the best engines, the XK140 was already looking somewhat dated by the time it arrived in 1954. The XK140 had inherited its body essentially unchanged in overall appearance from that of the preceding XK120, which had been designed by Jaguar's boss, William (later Sir William) Lyons in 1948. Eclectic by nature, Lyons was well aware of the best European designs and their influence is clear enough in the XK120. But that was six years old by the time of the XK140's introduction and the world had moved on. Jaguar was happy to sell the XK140 in rolling chassis form for bodying by independent coachbuilders, and a number of its more wealthy clients went down that route in order to avail themselves of the very latest in modern automotive styling.

Jaguar supplied eleven XK140s in rolling chassis form for bodying by independents, among the most celebrated being the four bodied by *Carrozzeria Ghia* of Turin, which had already completed three XK120s, these being the famous 'Supersonic' cars designed by Giovanni Savonuzzi. All four of Ghia's XK140s were closed coupés of broadly similar design. They were completed on chassis numbers S810827DN', 'S814937DN', '814942', and 'S815404'.

These four XK140 bodies were constructed entirely of aluminium, as was common practice with hand-built 'one-offs', resulting in a reduction in weight of 100kg (220lb) when compared with the steel-bodied production cars. The first to be built was the car offered here, '810827DN', which had been purchased second-hand by Mr Hans Altweg, a wealthy Lyonnaise industrialist, with the express purpose of having a bespoke body constructed for it. Mr Altweg had bought the car from Royal Ellysées (Charles Delacroix) on 12th December 1955 (see bill of sale copy on file). The XK was immediately dispatched to Ghia in Turin, from whence it returned in time to be displayed at the Paris Salon in October 1956 (see photographs on file). Before then, in August 1956, Mr and Mrs Altweg had displayed the Ghia-bodied XK140 at the concours d'élégance in Cannes. Photographs on file show differences in the shape of the front grille, which is believed to have been altered by Ghia between the two events.

In his definitive work on the marque, *Jaguar XK140/150 in Detail*, Anders Ditlev Clausager has this to say about '810827DN': "After it had been in an accident in 1959, the front end was 'modernised', supposedly by Ghia, and air vents were added to the front wings, but it still kept the air intake on the bonnet, and the same registration mark ('7434 AN 69')."





The late Roland Urban at the wheel of XK now with modified front in historic motorsport events.
© Famille Urban

It is believed that the modifications were carried at the behest of Jean-Louis Berthelot-Mariat of Lyons, who is listed as owner on the accompanying French Carte Grise issued on 17th July 1969. It is understood the Mr Berthelot-Mariat wanted to make the car more suitable for rallies and hill climbs.

Eventually the XK140 passed into the private collection belonging to the noted French Jaguar historian, and founder and former President of the Jaguar Drivers Club of France, the late Roland Urban. Mr Urban was always fascinated by special or unusual Jaguars, their coachbuilders in particular, hence his desire to own this Ghia-bodied XK140.

Roland Urban bought the car in 1969 and installed a 3.8-litre Jaguar XK engine fitted with triple twin-choke Weber carburetors. For the next decade he participated in many historic rallies and races driving the Jaguar. The combination of low weight (the body is aluminium) and the powerful 3.8-litre engine made the XK140 very competitive, and Roland Urban even won races at fast circuits like Monza, beating a Ferrari 250 TDF on one occasion!

He used the Jaguar almost daily for many years before storing it in his garage where it has remained since 1979. At some time the car was reregistered as '4254 MT 75', and there are photographs on file of it in competition carrying this and the earlier registration. In 1976 the car was featured on the front cover of XK Bulletin, described as "now fitted with disc brakes and 'D' head with triple Webers".

Offered in need of total restoration with a 3.8 litre MK IX engine block currently fitted, this unique Ghia-bodied XK140 has a fascinating history and represents a wonderful opportunity for the dedicated Jaguar enthusiast to enhance their collection.

€200,000 - 300,000





49

One of only 30 FV2s built

1956 FACEL VEGA FV2 COUPÉ

Chassis no. FV2 56056

- *Fabulous Franco-American Grande Routière*
- *Recently prepared by Facel Vega specialists in Holland*
- *attractive colour scheme*
- *Offered from an important private collection*





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 were bought by the rich and famous seeking something exclusive and distinctive. The list 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 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, Forges et Ateliers de Construction d'Eure-et-Loir (FACEL) manufactured aircraft components and metal furniture. After the war the company supplied car bodies to Panhard, Simca and Ford France before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. Government legislation had effectively killed off France's few surviving luxury car manufacturers after WW2, but that did not deter Daninos in his bold attempt to revive a great French motoring tradition. A luxurious Grande Routière, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork welded to a tubular-steel chassis.

There being no suitable French power unit, Daninos turned to the USA for the Vega's, sourcing its 4.5-litre 180bhp De Soto Hemi V8 from the Chrysler Corporation, while there was a choice of two transmissions: pushbutton automatic or manual.

Improvements to the first FV model were not long in coming, the FV1, introduced in March 1955, featuring a lengthened wheelbase for increased rear seat room and a 4.8-litre De Soto Hemi V8 producing 200bhp. In September 1955 the FV2 arrived boasting a new wraparound windshield, a 250 horsepower motor and – for the first time – Facel's famous faux burr walnut dashboard, which was actually hand-painted steel.

One of only 30 FV2s built, this magnificent Facel is known to have been in the USA circa 1990 and since 2017 has formed part of an important private collection in the UK. It has the De Soto Hemi engine and automatic transmission, and is finished in black with red interior, the latter featuring Facel's famous wood-effect dashboard and a period-look RetroSound Model Two radio. A copy owner's manual is included in the sale. Large, imposing, of high performance and beautifully built, the Facel Vega has an on-road presence matched by few cars, before or since. This rare FV2 has recently been 'tuned' and prepared for sale by a Facel specialist in Holland. The car comes with its old UK V5 and EU-taxes have been paid. An unusual model in the Facel Vega range with an impressive turn of speed and offered for sale having been used sparingly in recent years.

£125,000 - 145,000



1966 MASERATI SEBRING SERIES II COUPÉCoachwork by *Carrozzeria Vignale*

Chassis no. AM 101 10 419

- *Delivered new to Geneva, Switzerland*
- *Single family ownership for 47 years (1970-2017)*
- *One previous owner (1966-1970)*
- *Original colour scheme and matching number chassis and engine*
- *Maintained by Maserati Service*
- *Engine overhauled in 2011*



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

The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road car built in significant numbers. A luxury 2+2, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner.

The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

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

Built on the short-wheelbase chassis of the Spyder and likewise styled by Vignale, the Sebring 2+2 coupé arrived in 1962, named in celebration of Maserati's win at the Sebring 12 Hours race in 1957. By now a ZF five-speed gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options.





Introduced in 1965, the Series II (Tipo AM 101/10) featured redesigned headlamps; modernised bumpers; new front indicators; and new side grilles replacing the lower extraction vents used hitherto. At the rear, apart from the squared off bumpers, the taillights were now mounted horizontally rather than vertically and the boot lid opening was narrower. Series II cars rode on larger 205x15 Pirelli Cinturatos. Production ended in 1969, by which time 591 Sebrings had been built, 242 of which were in the second series.

One of the most elegant and understated Grand Touring cars of the 1960s, the Maserati Sebring offered here is a Series II model fitted with the 3.5-litre engine and five-speed gearbox. The car was ordered at the beginning of 1966 by the Geneva Maserati dealer, Mr Ciro Basadona, and was delivered in May of that same year to its first owner, a well-known Geneva personality of impeccable taste. The Sebring was delivered finished in elegant Grigio Inglewood with contrasting Cognac Connolly leather upholstery.

In 1970, with only 17,000 kilometres recorded, the car was purchased by the last private owner's father. The car has been maintained by Maserati Service and everything has been done to keep it in good order. The body is in excellent condition and has been repainted to its original colour of Grigio Inglewood. The braking system, including the four discs and callipers, was completely overhauled in July 1988.

In April 1989 the ZF gearbox and ZF steering gearbox were completely overhauled by the ZF authorised workshop Ateliers Jean-Schmid. The Sebring has been driven only some 4,000 kilometres since then.

In March 2011, the engine was completely disassembled and overhauled by FB Motors in Saint-Jeoire, Haute-Savoie, and a manually controlled electric cooling fan installed. The 16" wire wheels were restored by Borrani in Rho, Italy and the four shock absorbers and the tyres replaced. At the same time, the Lucas fuel injection system and the Magneti Marelli ignition distributor were overhauled and tested by recognised specialist Harm Klijn in Eemnes, Netherlands, the Lucas high-pressure pump being replaced with a more powerful Bosch unit. In November 2011, the front seats were completely re-trimmed in the original Cognac colour by Les Ateliers de Garniture Automobile Schwitter in Geneva, Switzerland.

In summary: this wonderful car was continuously maintained by two generations of the same family for almost 50 years. The car has always passed the demanding technical examinations (TüV) of the Automobile Service Geneva and comes with all the important invoices. **€140,000 - 160,000**



1979 ASTON MARTIN V8 VOLANTE

Chassis no. V8C0L15040

- Well restored low-mileage example with prominent ownership history
- The 40th V8 Volante produced in striking Cambridge Blue over Natural livery
- Offered with history file, factory records, jack, tools, owner's manual, warranty booklet and important restoration invoices from 2018-2020 for c. €100,000
- Desirable factory chrome-bumper, 5-speed manual LHD V8 Volante



Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-liter six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam engine, the DBS V8 could reach 160km/h in under 14 seconds, running on to a top speed of 250km/h, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the most exclusive being the Volante Convertible. Introduced in response to customer demand for such a car, the Volante first appeared in June 1978.





Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated top which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the top down, the Volante's 240km/h maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

According to copies of Aston Martin's factory build records, this elegant V8 Volante was hand built at Aston Martin's Newport Pagnell plant during the fall of 1978 and is titled as 1979. The car received the final inspections in January 1979, and then shipped from the UK to its destination, the US. The car was equipped with left-hand-drive steering and the desirable 5-speed manual transmission. It was finished in Cambridge Blue over a Natural coloured leather interior, Onslow brown carpeting, just as it appears today. It was the 40th V8 Volante built and as such an early example it received the elegant chrome bumpers, neatly fitted tightly to the Volante body. It is believed that only a maximum of 10 of these 40 early cars were fitted with the desirable manual transmission.

The car's first owner was a FedEx executive and from the 1990s until 2016 the car was retained by Aston Martin enthusiast Mr. Jack Miller of Pittsburg, PA, who would display the beautiful V8 Volante at various Aston Martin gatherings. The car's extensive history and maintenance file includes much service work performed during Mr. Miller's ownership, including the installment of a new exhaust by renowned Aston Martin shop Steel Wings and a rebuilt braking system.

Today this well restored Aston Martin on a highly original basis shows less than 25,000 miles on the odometer, a figure that is indeed believed to be original and can be traced in the history file. Acquired by the vendor in 2017 the car was imported to Europe where restoration work for a total of approximately €100,000 was carried out on mechanicals, the body and paint, new trim and was recently fitted with a new convertible top in dark blue, with the work done to exacting factory standards. A solid and very well cared for car, close inspection of the V8 reveals many original finishes throughout. Complete with jack and tools, an owner's handbook with an original warranty booklet and a history file containing correspondence with Aston Martin and copies of the factory build records, this fine V8 Volante must be considered well-pedigreed. The car is EU duty paid and comes with its US title and EU duty paid import certificate. Bonhams recommends close inspection of this fine example of a true drophead V8 'British Bulldog'.

€150,000 - 200,000



52

Only 33,000 miles recorded

1954 JAGUAR XK120 SE ROADSTER

Chassis no. S676289

Engine no. F4016-8S

- Desirable SE (Special Equipment) 180bhp model
- Unmolested matching numbers example
- Long-term single family ownership
- Highly original
- Mille Miglia eligible



Offered with a State of California Certificate of Title, this XK120 passed from long-term single family ownership to Europe and is an unmolested matching-numbers example of the SE (Special Equipment) model with the desirable 180bhp engine. Finished in Old English White with a nicely patinated grey leather interior and tan convertible top, the XK is believed to have won its class at the illustrious Pebble Beach Concours d'Elegance in the late 1970s/early 1980s. The car appears to have received a single repaint and only thoughtful freshening as needed.

The paint is glossy throughout with only minor deterioration evident under very close examination, while the body is in exceptionally good condition, showing excellent panel gaps and door fit. Visual inspection, particularly that of the interior, appears to support the circa 33,000 miles recorded. The dashboard and instrumentation are in very good condition, with only slightly faded dial faces. The steering wheel, switches, gearshift lever, and handbrake lever are all in very good condition. The boot's condition is very much in keeping with that of the interior; the tools, hammer and jack are present.





Under the bonnet, the matching-numbers engine retains both the original cylinder head and block. Overall, the polished aluminium castings are nicely hued, while the engine components and compartment are properly detailed using correct factory hardware, wiring, and fasteners. Reflecting the car's low recorded mileage, the undercarriage remains tidy and clean with no visible evidence of damage to the floors, structural elements, or suspension components. The car starts easily and settles into a smooth idle with a good oil pressure. Once it has warmed to operating temperature, the engine functions smoothly and the gearbox likewise. The clutch takes up properly. We are advised by the vendor that driving manners are pleasant with good acceleration, easy handling, and typical braking.

The open coachwork, low seating position, and original interior all contribute to a wonderful driving experience in this XK120 Special Equipment Roadster. Much of the pleasure of owning a car like this comes from using it as its maker intended, just as the thoughtful previous owners have done over the past seven decades.

The car comes with a pair of Marchal driving lamps with mounting posts; a set of side screens; an older full cockpit tonneau cover; a newer full cockpit tonneau cover; a car cover; a correct and complete tool kit; a correct jack; and a few miscellaneous spare parts. This is a wonderful opportunity to acquire a very handsome and carefully preserved Jaguar XK120 Special Equipment Roadster that has spent the last 48 years in California. The car comes with a US Title and EU-duties paid.

As one of the most beautiful cars of the 20th Century, this XK Roadster embodies exquisite design and affords the prospect of engaging motoring. Finished in an attractive colour scheme, this well maintained and remarkably low-mileage XK120 SE offers the purchaser the exciting prospect of owning and driving one of the most iconic sports cars ever built.

€90,000 - 130,000



53

Used for the wedding of King Baudouin to Queen Fabiola in 1960

**1954 CADILLAC SERIES 62
CONVERTIBLE 'STATE LIMOUSINE'**

Chassis no. 5562377947

- *Ex-Belgian Royal Family*
- *Royal 'parade car' with unique features*
- *Unique plexiglas removable roof 'Bubble top' by Duchatelet*
- *American automotive style icon with V8 engine producing 250bhp*
- *Restored by L'Atelier Des Coteaux in France*
- *Offered from a private collection of Cadillacs*





King Baudouin and Queen Fabiola during their wedding ceremony with the Cadillac Series 62 in 1960.

Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, the firm's superior precision manufacturing technology soon establishing it as the foremost builder of quality cars in the USA. Cadillac was among the pioneers of the V8 engine and introduced the first synchromesh gearbox on its 1929 range. Always innovators in automobile technology, the company continues to produce cars recognised everywhere as symbols of wealth and prestige.

Styled like a contemporary jet fighter, the 1955 Cadillacs were little changed from '54 but featured a redesigned front grille, parking lights beneath the headlights and, of course, tail fins. General Motors' chief stylist Harley Earl had introduced fins on the 1948 Cadillacs and the device would reach its zenith in 1959 before fading away. All '55 Cadillacs came with a 331ci (5.4-litre) V8 engine producing 250bhp (standard trim) or 270bhp (Eldorado), plus GM's excellent Hydra-Matic automatic transmission. A landmark collectors' car, the 1955 Series 62 Convertible is one of the most sought after of post-WW2 Cadillacs.

Long, low and elegant, this wonderful Series 62 Convertible dates from the middle of Cadillac's spectacular 'fins' period. A classic Cadillac 'rag top', the car was first owned by the Belgian Royal Family, belonging to King Baudouin and his wife, Queen Fabiola. Ordered in 1953, it was delivered in 1954 and is a 1955 model. Serving as an official 'parade car' the car was delivered with some unique features including the split front bench, and the handle on the windscreen pillar.

On 15th December 1960, the Cadillac served as the Royal couple's wedding car when they were married in Brussels, and over the years it participated in many more state occasions. It also served as the official 'parade' car of the City of Brussels for some 12 years. Newsreel footage showing the Cadillac participating in these various events may be found online, and it also comes with a substantial quantity of related press cuttings. After it left official service, the Cadillac passed through the hands of various Belgian dealers before passing to an enthusiast. The current vendor bought the Cadillac in Luxembourg in 2012; he is a Cadillac enthusiast and collector, and this car has been regularly maintained as part of his Cadillac collection.





The car was in need of restoration when acquired, and this was undertaken at great expense by specialists L'Atelier Des Coteaux in France, we are advised that the restoration totalled more than €50,000. The engine, mechanicals and electrics were overhauled and the interior completely re-trimmed, while the soft-top and carpets are new. Original and well-preserved, the body did not require any serious attention. A very rare feature, the 'Bubble top' or Plexiglas roof that was made to measure by Duchatelet from Liege by the end of the 1950's as requested by King Baudouin, was professionally restored to the specification it was in at the time of the royal wedding in 1960 and cost a small fortune to do.

It should be noted that the Serie 62 has been adapted to also run on LPG, a modification that is easily reversible. The vendor advises us that the car is very reliable and that it will be driven to the auction in Knokke. A set of chromed wheel discs is included in the sale.

Offered with a French Carte Grise, this spectacular Cadillac Series 62 Convertible represents a unique opportunity to own a state car that served the Belgian Royal Family for many years, featuring prominently in the newsreels and press reports of the period.

€70,000 - 90,000





King Baudouin and Queen Fabiola during their wedding ceremony with the Cadillac Serie 62 in 1960. © Belga



King Baudouin and Queen Fabiola during their wedding ceremony with the Cadillac Serie 62 in 1960. © Belga



King Baudouin and Queen Fabiola during their wedding ceremony with the Cadillac Serie 62 in 1960. © Belga



54

1990 ALFA ROMEO 75 TURBO EVOLUZIONE IMSA COMPETITION SALOON

Chassis no. CBM005

- Alfa Romeo works entry for the 1990 season
- Campaigned by Motor Sport Italia Srl during 1991 and 1992
- Offered from a private collection in the Netherlands
- Maintained with no expense spared and ready to race

'CBM005' participating in an Alfa Romeo Challenge series event.





For the 1990 Italian Superturismo Championship, the famous Jolly Club team joined forces with CiBiEmme Sport to become the official Alfa Romeo works team. The team campaigned two Alfa Romeo 75 Turbos, this example (chassis 'CBM005') being driven by Allesandro Zamperdi, Marco Brand, Gianni Morbidelli and Nicola Larini in the 'A1' class. A works driver for Ligier in Formula 1 at the time, Larini entered only eight of the 20 races in the ten rounds of the Italian Superturismo Championship, winning five of them, yet still managed to finish 3rd overall and best Alfa Romeo. The car's results for the 1990 season are as follows:

- April 28/29: Pergusa, Larini, 1st race 1, 1st race 2
- May 19/20: Magione, Zamperdi, DNF/DNS
- June 2/3: Vallelunga, Larini, 2nd race 1, 3rd race 2
- July 14/15: Misano, Morbidelli, 1st race 1, 11th race 2
- August 4/5: Misano, Larini, 1st race 1, 6th race 2
- Sept. 28/29: Imola, Morbidelli, DNF/4th race 2
- October 13/14: Varano, Larini, 2nd race 1, 1st race 2
- October 27/28: Monza, Brand, 3rd race 1, 3rd race 2

At the end of 1990 CiBiEmme sold its two Alfa Romeo 75 Turbos as it would become the BMW Italia works team for 1991 and 1992, campaigning the M3. Motor Sport Italia Srl acquired 'CBM005', the most successful of the pair.

Run to revised technical regulations, the 1991 Italian Superturismo Championship saw 'CBM005' competing in the 'S1' class driven by Stefano Buttiero. Buttiero ended the season with 75 points, finishing the championship 6th overall and 'Best Privateer'.

For the 1992 season, 'CBM005' was retained by Motor Sport Italia Srl and upgraded to IMSA specification with wider wheelarches and other modifications. The accompanying results sheet for the 1992 season is incomplete, but 'CBM005' is known to have been driven by Giovanni Bonanno, Ernesto Vita, and Stefano Buttiero during the course of the season. AS well as the aforementioned results sheet, the car also comes with its original Passaporto Tecnico issued by the CSAI.

'CBM005' then effectively disappears from view, resurfacing in July 2002 when it was acquired by Dutch Alfa Romeo dealer/collector Douwe Heida with the help of Bob van der Sluis and his works connections in Italy. Photographs of the Alfa in Italy at time of acquisition are on file. Thereafter the car remained in a private collection in the Netherlands and participated in a few races in the Alfa Romeo Challenge series. No expense has been spared in keeping the car running and in as original condition as possible. We are advised by the vendor that it is in very good condition and read to race, although a thorough inspection beforehand is always recommended.

€160,000 - 220,000



55

1960 MERCEDES-BENZ 190SL ROADSTER WITH HARDTOP

Chassis no. 121.040.10.01522

Engine no. 121.921.10.022174

- *Attractive period colour combination*
- *Manual transmission*
- *Well maintained*
- *Known to and serviced by Klassik Garage Kronberg since 2010*





For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190 SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This particular 190 SL was manufactured on 1st July 1960 at Mercedes-Benz's Sindelfingen plant and has the standard four-speed manual gearbox. Unfortunately, nothing is known of its history prior to 8th October 2002 when the car was bought by Sigma System GmbH of Düsseldorf and registered as a company car. In 2005, the Mercedes was purchased one by H Werner, and a service and conversion to front disc brakes carried out.

In 2010, the 190 SL was sold by Klassik Garage Kronberg to one M Becker and serviced by them on 16th April 2013. Some five years later, in 2015, Klassik Garage Kronberg again sold the car, on this occasion to one to H Frey. On 20th May 2016 Klassik Garage Kronberg serviced the Mercedes, including a cylinder head overhaul, before buying it back again on 14th September 2017.

Known to Klassik Garage Kronberg since 2010, this Mercedes-Benz 190 SL has been maintained with considerable emphasis placed on mechanical and cosmetic perfection by the last two owners. Finished in the attractive colour combination of silver metallic with blue leather interior, the latter featuring a Becker radio, this consummate Mercedes-Benz boulevard cruiser is certain to delight the fortunate next owner. **€80,000 - 100,000**



56

1965 PORSCHE 911 2.0-LITRE COUPÉ

Chassis no. 303 232

Engine no. 903 335

- Early '0-Programme' short-wheelbase model
- Italian resident from new
- Original engine
- Professionally restored by Porsche specialists in Italy
- Original colour scheme



"Those now-immortal three numbers, 911, have come to signify the benchmark by which every other sports car is measured. Just as it was 30 years ago, sports cars are still all about excitement and speed. And this the 911 provides in abundance," – Peter Morgan, *Original Porsche 911*, 1995.

Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the past 50-plus years, has proved equally capable as a Grand Tourer, circuit racer or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Motor 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 bodysell 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 Porsche 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 'O-Programme' series built from the start of production in August 1964 up to the introduction of the longer-wheelbase 'A-Programme' model in August 1967, and thus represents the Porsche 911 in its earliest and purest form.

According to the accompanying documentation issued by Porsche Italia, this car was built for the 1965 model year (1st August 1964 to 31st July 1965) with an invoice date of 16th December 1965. The specified colour scheme was Polo Red (colour code 6602) with a brown vinyl interior, while the only other factory option listed was Webasto heating. The country of first registration was Italy, in the province of Macerata in the Marche region, and the car has remained in Italy ever since. The Certification of Origin, again issued by Porsche Italia, confirms engine number '903335' was the original (it is still fitted to the car).

The current owner, an avid classic car enthusiast with a small stable of cars, purchased the Porsche in 2004, initially to race it, which he did. But then he decided that a 911 from 1965 was far too valuable to race and commissioned respected Porsche specialists Pentacar of Colico near Milan to carry out a no-expense-spared restoration, commencing in March 2017. The body was stripped back to bare metal, repaired where necessary and professionally repainted to a very high standard in the original colour of Polo Red. The interior was restored at the same time, as of course were the mechanicals and the original matching-numbers engine. The result is described as excellent in all respects, and since the restoration's completion in May 2020 the car has been driven only a little over 1,200 kilometres at the time of cataloguing. As icing on the cake, the owner purchased a new tool kit and jack from Porsche Classic to complete the picture.

The car is offered with the Italian libretto and Certificato di Proprietà as well as ASI Targa Oro certification. An original, Italian-delivered Porsche 911 from 1965, with matching engine and colour, this is a car for the true Porsche connoisseur.

€160,000 - 200,000



57

2018 PORSCHE 911 TYPE 991 GT2 RS 'WEISSACH' COUPÉ

Chassis no. WP0ZZZ99ZJS181344

- Delivered new in Germany
- One owner from new
- 2,531 kilometres from new
- Desirable Weissach package
- Optioned with front lift and Clubsport Package



"Exactly how quick are we talking? Two-eight to 62mph. 211mph top speed. And with a lap time of 6min 47sec it's quicker round the Nürburgring Nordschleife than any other production car, including the Lamborghini Huracan Performante and Porsche's own 918 Spyder hypercar." – *Car* magazine reviewing the Porsche 911 Type 991 GT2 RS in November 2017.

Intended primarily for racing, though still road legal, the Porsche 911 GT2 can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT2 category of production sports car racing, for which it was homologated, and has been produced in a variety of versions since its introduction in 1993 on the Type 993 iteration of the perennial 911.

The GT2 was based on the contemporary 911 Turbo, using essentially the same twin-turbocharged engine. In the GT2, the 3.6-litre air-cooled flat-six produced around 414bhp initially, which was good enough for a top speed of 301km/h. To make the GT2 fit for track use, the brakes, suspension, and wheels were up-rated to cope with the substantial increase in performance, while aerodynamic downforce was enhanced by a larger front air dam and a rear spoiler. Of rear-wheel drive configuration, the GT2 was considerably lighter than the Turbo, many of the interior fittings having been deleted, and was the most expensive model in the 911 range. In its original Type 993 incarnation, the Porsche 911 GT2 was produced up to 1998.

Although the successor Type 996 range had arrived in 1999, it was not until 2002 that a GT2 version of this new model became available, by which time Porsche's motor sports programme had switched to the normally aspirated GT3. Thus the Type 996 GT2 was developed primarily as a road car, albeit one that retained its track-orientated predecessor's characteristically aggressive-looking bodywork. Motive power was still provided by a 3.6-litre twin-turbo engine, though now it was water-cooled. Maximum power was around 455bhp (later 476bhp), which was transmitted to the wheels via a six-speed manual gearbox.

GT2 production had always lagged behind that of the less exotic models in the 911 range, and so it was that the Type 997 version did not appear until 2007, some three years after the first such models had gone on sale. This new GT2 was launched at the Frankfurt Motor Show, with cars arriving at dealerships in November 2007. Once again, the GT2's appearance differed from that of its 997 Turbo sister car, with further aerodynamic enhancements front and rear.

The Type 997 GT2's engine was based on the existing 3.6-litre unit, though its twin turbochargers were now of the 'variable geometry' type, designed to provide optimum boost and throttle response at all engine speeds. With this new technology came a useful increase in power, the Type 997 GT2 having all of 522bhp and 501lb/ft of torque at its disposal, the latter available from as low as 2,200 revs. In 2008, *Motor Trend* magazine achieved a 0-60mph time of 3.3 seconds and a standing quarter-mile of 11.3 seconds with 'their' GT2, while the latter's claimed top speed of 204mph made it one of only a tiny handful of Porsche road cars capable of exceeding 200mph.





And if that was still not enough, customers with even deeper pockets could order the GT2 RS. Conceived as a special project and announced in May 2010, the RS developed 612bhp and 516lb/ft of torque while weighing 150lb (70kg) less than the standard GT2. The engineering team's aim had been to set a new record for the Nürburgring's challenging Nordschleife circuit, which Porsche test-driver Timo Kluck duly achieved.

In June 2017 the latest iteration of the GT2 RS arrived in the form of the Type 991, which was officially launched by Porsche at the 2017 Goodwood Festival of Speed. The 991 GT2 RS is powered by a 3.8-litre twin-turbocharged flat-six engine producing 691bhp, making it the most powerful production 911 ever built. Unlike previous GT2s, the Type 991 has a seven-speed PDK transmission. Porsche claims that the GT2 RS will accelerate from 0-97km/h in 2.7 seconds on its way to a top speed of 340km/h. A production run of 1,000 units was planned.

Unusually, the Type 991 version has a roof made of magnesium, while the front bonnet, front/rear wings, and boot lid are carbon-fibre. Lightweight polyurethane is used for the front and rear aprons, and polycarbonate for the rear and side windows. The exhaust system is titanium. All of which adds up to a claimed wet weight of 1,470kg (3,241lb).

The car offered here incorporates the optional Weissach package, which reduces weight by 30kg (66lb) courtesy of additional lightweight materials. Carbon-fibre is used for the roof, anti-roll bars, and suspension coupling rods, while the roll cage is titanium. The package also includes magnesium wheels, which are 11.5 kg lighter than the standard steel option.

In keeping with GT2 RS tradition, the new model was used to set a host of records in Europe and North America. These include a new Nürburgring Nordschleife lap record of 6min 43.3sec set in June 2021 by Porsche test driver Lars Kern in a 911 GT2 RS prepared by Manthey Racing, making it the fastest production car recorded on the track.

Delivered new in Germany on 7th August 2018, this 911 GT2 RS has the lightweight Weissach package and is finished in silver metallic with black leather interior. Other notable features include the following:

- CGU headlight cleaning system cover painted in a different exterior colour
- Bose Surround Sound System
- Clubsport package
- CSX window triangle Carbon
- Floor mats
- LED main headlights black including Porsche Dynamic Light System (PDLS)
- Lightweight privacy glazing
- Front axle lift system
- Magnesium wheels
- Smoker package
- Sun visors in Alcantara

German registered, the Porsche has covered a mere 2,531 kilometres from new in the hands of its sole owner and is presented in superb condition.

Please be advised that due to the 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 rate prevailing in the country of registration.

€325,000 - 400,000

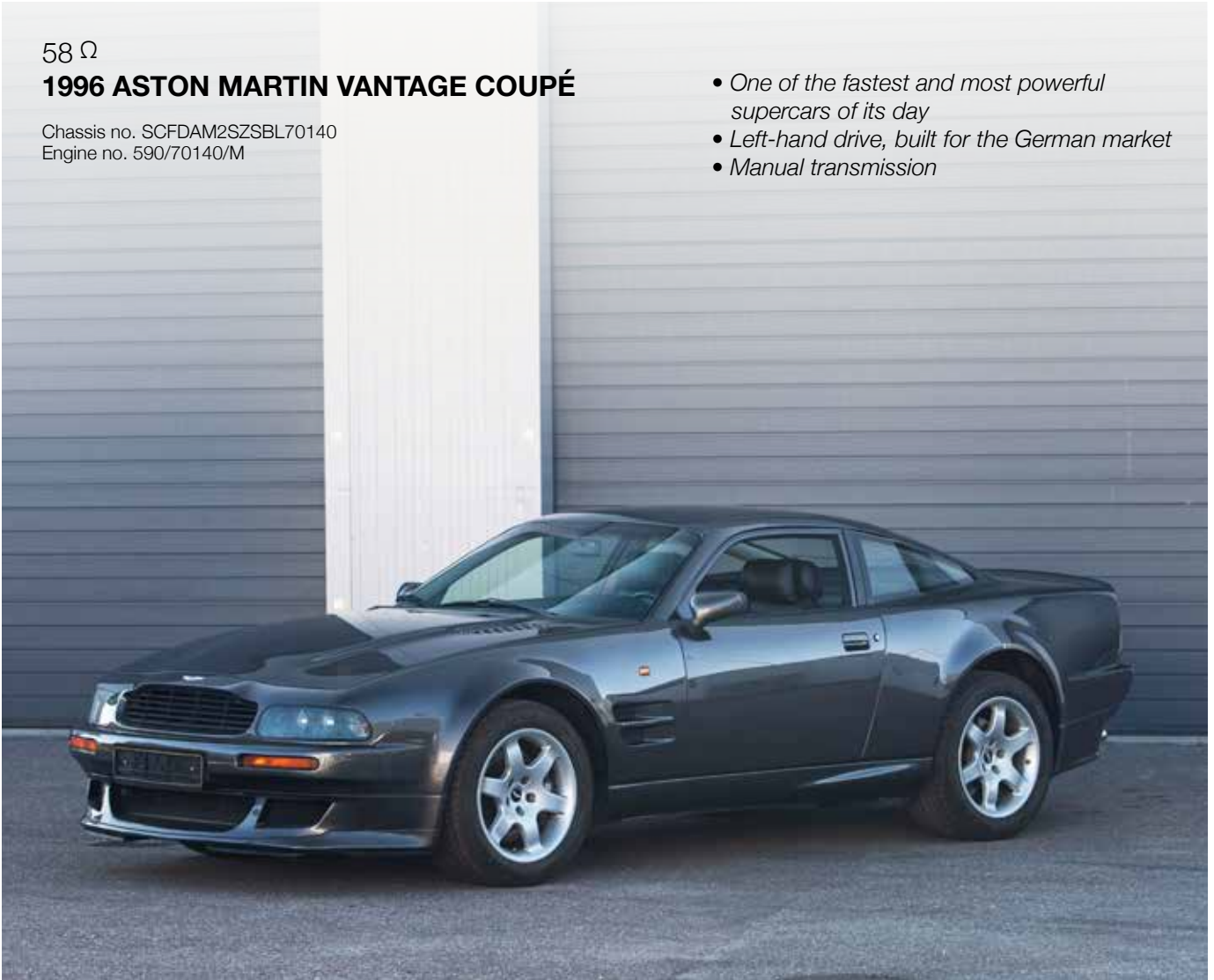


58 Ω

1996 ASTON MARTIN VANTAGE COUPÉ

Chassis no. SCFDAM2SZSBL70140
Engine no. 590/70140/M

- *One of the fastest and most powerful supercars of its day*
- *Left-hand drive, built for the German market*
- *Manual transmission*





"What the Vantage is, and what the Virage, Volante and Zagato are not, is a real Aston Martin: a big, very beautiful, very fast, albeit expensive GT with so much appeal and purpose behind it that it is more an experience than it is mere transport..." - *Autocar & Motor*.

'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1993, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment.

After almost 20 years in production, Aston's V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appeared superficially similar few panels were shared, while beneath the skin the Vantage chassis boasted the kind of extensive re-engineering required to cope with the massive increase in performance. The latter came courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the Vantage engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty the Chrysler Viper V10's 450lb/ft seem puny by way of comparison. And for those who found 550bhp insufficient, there was the Works Service-developed 'V600' enhancement that brought with it an additional 50 horsepower together with upgrades to the wheels, suspension and brakes.

On test with *Autocar* magazine, a development Vantage raced to 96 km/h in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 240 km/h and although a true top speed figure proved unobtainable, the Vantage was reported as having already recorded 305km/h while on test in France. Its price at launch was as eye-watering as the performance figures: a cool £177,600.

According to the Aston Martin Car Record Car (copy on file), this left-hand drive Vantage was ordered in the dignified colour combination of Cumberland Grey with black interior trim. A left-hand drive model, the Vantage was built for the German market and sold via Auto Becker. The AMOC Register (published 2000) records the Vantage as resident in Germany at that time in the ownership of noted Aston Martin collector - and good friend of Bonhams - Ulrich J Schoedel. At the time of cataloguing the odometer reading is 46,398 kms which we believe to be accurate.

Now being offered having been on static display, the car will naturally require recommissioning before returning to the road.

Please note this motor car is subject to the normal local import tax on Hammer Price and Buyer's Premium, should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€70,000 - 100,000
No Reserve



59 Ω

1993 ASTON MARTIN VIRAGE VOLANTE

Chassis no. SCFDAM2C5NBL60035
Engine no. 60035

- One of only 112 left-hand drive Virage Volantes
- Delivered new to the USA
- Automatic transmission
- One of the rarest of post-war Aston Martins



"When the obituary of the Motor Car is written, probably in about seven years' time, I'm sure this design from the pens of British designers Heffernan and Greenley will be remembered as one of the most beautiful front-engined cars ever made. Aston Martin Chairman Victor Gauntlett wanted an evolutionary design, and the boys have done him proud. It's got terrific poise and looks every inch an Aston. In fact, the Virage in its present form is a car of such beauty and visual balance it's going to be a difficult shape to modify." – Rowan Atkinson, *Car* magazine.

Launched at the International Motor Show, Birmingham, in October 1988, the sensational new Virage restated its Aston Martin V8 forerunner's muscular looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap courtesy of the trusty 5.3-litre V8 engine's new 32-valve top end, was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds.

The Volante convertible had been the big seller of the 'old' V8 line-up, so the only surprise was that it took Aston Martin more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. "The Volante is the new soft-top version of the Virage incorporating the latest changes made to the full Aston range. Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles," declared *Fast Lane* magazine.





The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October. Weighing in at over two tons, the open Volante was even heavier than the closed coupé, itself no lightweight, this increase in weight being accounted for by considerable body strengthening to compensate for the absent roof, plus the extra complication of the power-operated convertible hood.

Electrically powered, the latter was beautifully made and incorporated a glass rear window, complete with heated de-misting elements. Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration through the gears. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual 'box continued to be available as an option.

One of the finest British sports cars of its day, the Virage Volante rapidly became a prized collectors' item. Only 112 of these cars were produced in left-hand drive configuration like '60035', making this particular variant of the Virage Volante one of the rarer of post-war Aston Martins.

An automatic transmission model, '60035' comes with a copy of its Car Record Card showing that it was built for the North American market and originally finished in Cannock Back with Parchment interior trim and a black mohair hood. Sold via AML of Beverly Hills, the car was first owned by Mr Daniel P Kondos of Milwaukee. The odometer reading at the time of cataloguing is 9,378 miles and, although this cannot be guaranteed, there is no indication that it is incorrect.

Now being offered having been on static display, the car will naturally require recommissioning before returning to the road.

Please note this motor car is subject to the normal local import tax on Hammer Price and Buyer's Premium, should it remains in the EU. Bonhams is the guarantor of the customs duties and taxes clearance: consequently, this motor car cannot be released to the buyer or his transporter immediately after the sale.

€60,000 - 100,000
No Reserve



60

1988 FERRARI TESTAROSSA COUPÉ

Chassis no. ZFFAA17B000077110

Engine no. 12605

- *Two previous owners*
- *16,536 kilometres from new*
- *Original suitcase set*
- *Major service 2019 (including timing belts)*



"There are fast cars and fast cars. None of them comes close to the 180mph Ferrari Testarossa: it is firmly in that top echelon of high performance cars for which perhaps only two or three rivals qualify. The Testarossa is so excitingly fast you can relive the moments of spine-tingling acceleration from the mere mention of the revered name." - *Motor*.

Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied - styling devices.





A larger car than the 512BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium.

Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

Finished in classic Rosso Corsa, this example of Ferrari's epoch-defining supercar dates from 1988, by which time the early cars' controversial high single mirror (monospecchio), which gave good rearwards visibility but could obscure oncoming traffic, had been replaced by two conventional mirrors mounted lower down on the 'A' posts.

The vendor advises us that the car is in pristine original condition having received a major service in 2019 that included replacing the timing belt, clutch, and tyres, so that it is in excellent driving condition. There can be few, if any, more original and better examples available. After opening the driver's door, you are surrounded by the subtle scent of the well-maintained and 'as new' beige leather interior, while the circa 16,500 kilometres driven so far have left no traces of wear either inside or out. Despite its supercar credentials, the Testarossa is a capable Grand Tourer, and this example comes complete with its original and untouched factory suitcase set (original price approximately 8,000 DM), making it the perfect companion for long weekend trips.

This exceptional Testarossa wants only for a new owner eager to enjoy the unique sound and performance of its glorious 'flat 12' engine.
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General Conditions

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

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

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

DEFINITIONS OF THE WORDS AND EXPRESSIONS USED IN THE GENERAL CONDITIONS

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

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

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

CONDITION OF LOTS

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

AUCTIONS

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

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

- If a reserve price has been fixed, the authorised auctioneer reserves the right to make bids on behalf of the vendor until the reserve price is reached.

- Bonhams may not be held liable in the event of sale of a Lot for which no reserve price has been established for a sum lower than that estimated.

- Bidding will be at the entire discretion of the auctioneer.

ABSENTEE BIDS

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

INCIDENTS AFFECTING THE SALE

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

SALE

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

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

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

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

PAYMENT

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

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

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

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

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

- Payment may be made in cash up to a maximum of €3,000; and by bank transfers in euros. (See also Important Information For Buyers and Sellers).

SYMBOLS BESIDE LOT NUMBERS:

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

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

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

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

COLLECTORS CARS

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

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

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

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

EXPORTING LOTS

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

EXPORT LICENCE

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

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

LAW AND JURISDICTIONAL COMPETENCE

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

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

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

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

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

Algemene Voorwaarden

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

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

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

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

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

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

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

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

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

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

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

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

CONDITIE VAN DE KAVELS

- Bonhams adviseert bieders om de kavels waarop zij willen bieden voorafgaand aan de veiling zorgvuldig te inspecteren. "Conditierrapporten" 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 "conditierrapporten", evenals mondelinge verklaringen zijn uitsluitend een uitdrukking van een mening. Verwijzingen in de catalogusbeschrijving of conditierrapporten 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 bieder 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 onVATngn 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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*One Italian family owner from new,
matching numbers & colours*

1968 FERRARI 365 GTC COUPÉ

Coachwork by Pininfarina

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