

Bonhams



THE ZOUTE SALE[®]

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 5 October 2018





LOT 40

Ex-Cassius Clay (Muhammad Ali)

1970 ROLLS-ROYCE SILVER SHADOW CONVERTIBLE



Muhammad Ali and Diana Ross next to the Rolls-Royce outside Caesars Palace in Las Vegas before his fight against Joe Bugner, 14 February 1973. © Getty images



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

We have sourced an exciting and varied selection of automobilia and collectors' motor cars, with a particularly strong accent on quality rather than quantity and with numerous lots offered without reserve allowing buyers not vendors to determine the current market correct values. Whether you are an experienced bidder wishing to enhance your collection or a first time buyer, I am confident that we offer something that will appeal to you – in addition where else in the world can you one day tell your grandchildren that you bid on and hopefully purchased the car they are driving in a spectacular tent on a beach!

In our commitment to holding this sixth sale here in Belgium's most prestigious seaside resort we very much wish to make a statement of our belief in the success of the five 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.

A handwritten signature in black ink, appearing to be "Philip Kantor". The signature is fluid and stylized, written in a cursive-like hand.

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 | Friday 5 October 2018, 5.30pm

Knokke – Het Zoute, België | Vrijdag 5 oktober 2018, 17.30 uur

UNDER THE JURISDICTION OF

Me Alex Dockers
Bailliff in Waregem

BONHAMS 1793 LTD

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

Knokke Le Zoute
Albertplein
8300 Knokke
Belgium

VIEWING

Thursday 4 October
10am to 6pm
Friday 5 October
from 9am to 5.30pm

AUCTION DATE AND START TIMES

Friday 5 October 2018, 5.30pm

CONTACT DURING THE SALE PERIOD

Tuesday 2 October to
Saturday 6 October
+33 (0) 1 42 61 10 11

BUYER'S PREMIUM (Notice to Buyers)

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

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

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

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

Important

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

CATALOGUE

€50 + p&p

SALE NUMBER: 24956

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 4 oktober
van 10.00 uur tot 18.00 uur
vrijdag 5 oktober
van 09.00 uur tot 17.30 uur

VEILINGDATUM & AANVANGSTIJD

vrijdag 5 oktober 2018, 17.30 uur

CONTACTGEGEVENS TIJDENS DE VEILING

van dinsdag 2 oktober tot
zaterdag 6 oktober
+33 (0) 1 42 61 10 11

OPGELD

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

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

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

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

Belangrijk

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

CATALOGUS

€50 + verzendingskosten

VERKOOPNUMMER: 24956

Bonhams 1793 Limited

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

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Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
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Catherine Yaiche,
Emma Dalla Libera

Notice: Collections, transport and storage

Purchases will only be released when cleared funds are received.

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

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

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

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

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

Payment must be arranged with **CARS UK/Polygon Transport**.

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

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

ADMINISTRATION AND UPLIFT FROM ALBERTPLEIN:

€295 + VAT per motor car

STORAGE CHARGES:

First 14 days

€25 + VAT per motor car per day

IMPORTANT NOTICE:

The storage facility will remain operational until Friday 19 October 2018. Any vehicle not collected by this time will be removed and transported to a permanent storage facility in the UK at the customer's expense.

TRANSPORT CONTACT:

CARS Europe

Hayley Dawson

+44 (0) 2380 871 555 | +44 (0) 7943 065 813

hayley@carseurope.net

Chris Dale

+44 (0) 1284 850 950 | +44 (0) 7841 985 156

chris@carseurope.net

CUSTOMS

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

CARS Europe

Adam Wyand Brooks

+44 (0) 1284 850950

+44 (0) 7860 371512 mobile

adam@carseurope.net

INSURANCE AFTER SALE

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

Kennisgeving: Afhalingen, transport en opslag

Aankopen worden alleen vrijgegeven nadat de betaling voldaan is.

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

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

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

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

Betalingen moeten worden geregeld met **CARS UK/Polygon Transport**.

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

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

ADMINISTRATIE EN KOSTENVERMEERDERING VANAF ALBERTPLEIN:

€295 + BTW per motorvoertuig

OPSLAGKOSTEN:

Eerste 14 dagen

€25 + BTW per motorvoertuig per dag

BELANGRIJKE INFORMATIE:

De opslagfaciliteit zal operationeel blijven tot vrijdag 19 oktober 2018. Na deze datum zullen alle niet-afgehaalde voertuigen worden verwijderd en op kosten van de klant overgebracht naar de permanente opslagfaciliteit in de UK.

TRANSPORT CONTACT:

CARS Europe

Hayley Dawson

+44 (0) 2380 871 555 | +44 (0) 7943 065 813

hayley@carseurope.net

Chris Dale

+44 (0) 1284 850 950 | +44 (0) 7841 985 156

chris@carseurope.net

DOUANE

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

CARS Europe

Contact: Adam Wyand Brooks

+44 (0) 1284 850950

+44 (0) 7860 371512 mobile

adam@carseurope.net

VERZEKERING NA VERKOOP

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

Your contacts for this Sale

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

Contact details during the sale period
from Tuesday 2 to Saturday 6 October:

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

FOR ALL CORRESPONDENCE

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CUSTOMER SERVICES

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BIDS SERVICE/SALE REGISTRATIONS

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customeraccounts@bonhams.com

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CATALOGUE SUBSCRIPTIONS

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RECOMMENDED TRANSPORTERS

CARSUK/Polygon Transport
The Old Airfield Site
Bury Road
Chedburgh
Suffolk
IP29 4UQ United Kingdom
+44 (0)1284 850 950
44 (0)1284 851 077
info@carseurope.net

ACKNOWLEDGEMENTS

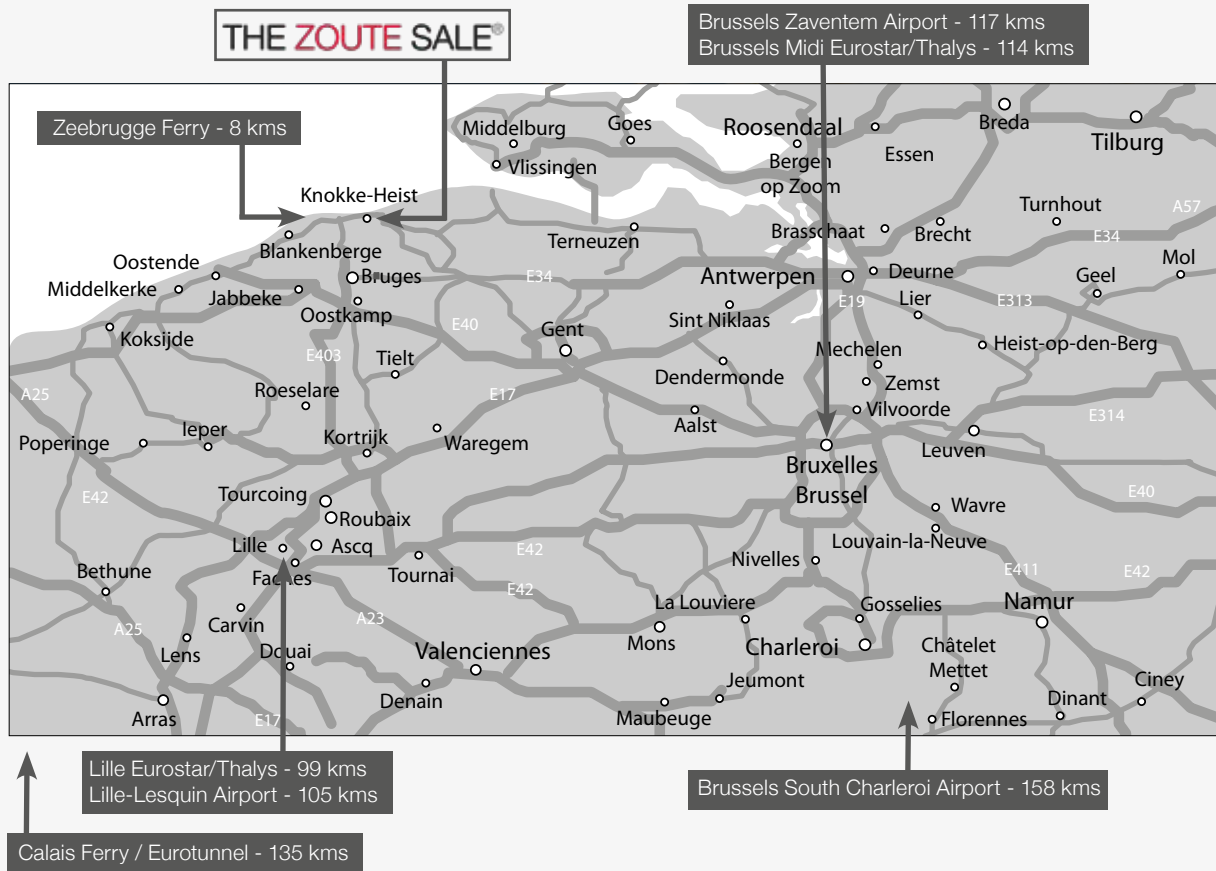
We would like to thank the following for
helping us with this catalogue and sale:

Richard Agostini
Chris Bailey - Showcase
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Bart Landeloos
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L'Officina Bruxelles - Arnaud & Valerio
Vincent Parisis
Nitesh Patel
Richard Poncin
Marc Rabineau
Hans Schede
Chris Shenton
Jean-Marie & Michel Stassart
Erik Tuytens
Gaëtan Van Calster
Manu Van de Ryse
Philippe Van de Ryse

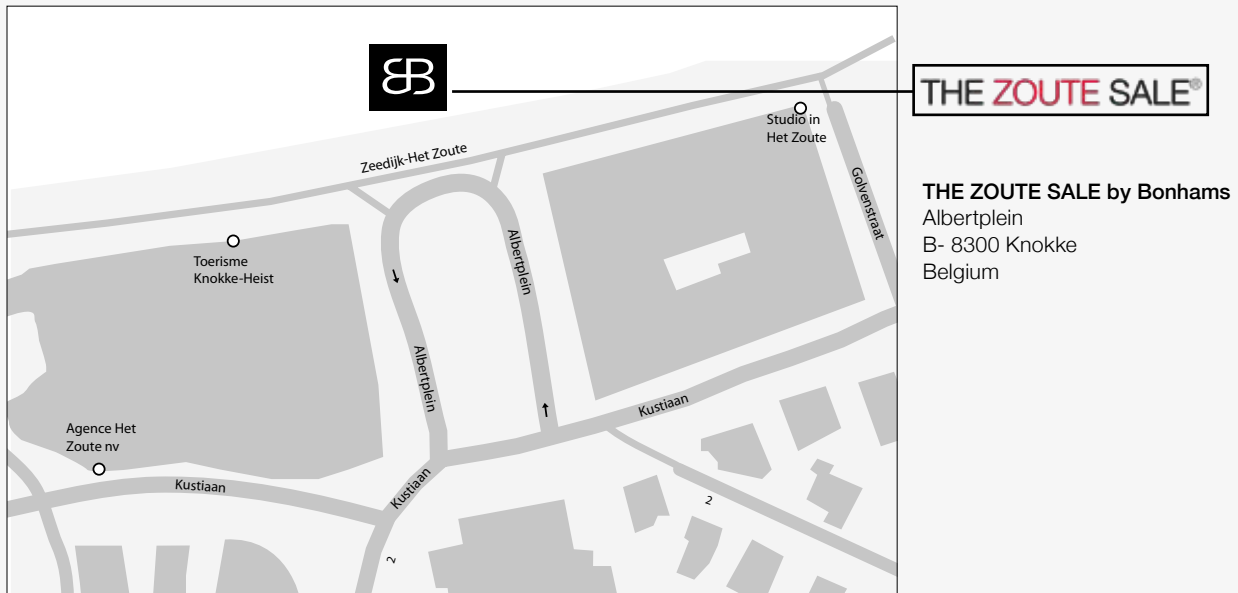
PHOTO CREDIT

Simon Clay
Lot 18, 21, 25, 26, 27, 40, 43,
44, 50, 51, 52, 53
Mathieu Damiens
Lot 22, 23, 24, 36, 41, 49
Pieter-Jan Declercq
Lot 5, 9
Dirk De Jager
Lot 16, 34, 46, 54
Erik Lasalle
Lot 15
Francis Vermeulen
Lot 8, 12, 14, 17, 19, 28, 29,
30, 31, 32, 33, 35, 37, 38, 48
Willem Verstraten
Lot 47
Tom Wood
Lot 20
Sergei Zjuganov
Lot 45

Directions to Knokke le Zoute, Belgium



The Zoute Sale



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

NatWest

Account 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 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.

Bidder registration

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

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

Insurance after the sale

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

Collection of Vehicles

Collection of vehicles is available by appointment only – whether you intend driving the car away from storage or using a vehicle transport company. Bonhams personnel will be on site from Friday 5 October 2018 to Saturday 6 October 2018 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 vehicle 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

NatWest

Account 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, onderhevig aan een toeslag van 3%.
Contante betalingen worden geaccepteerd tot maximaal €3000.

Opgeld (Kennisgeving aan kopers)

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

Registratie van bidders

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

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

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

Verzekering na verkoop

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

Afhalen van voertuigen

Voertuigen kunnen alleen op afspraak worden afgehaald, ongeacht of u het voertuig zelf wilt besturen of dat u het voertuig af laat halen door een transportbedrijf voor voertuigen. Het personeel van Bonhams is op de locatie aanwezig van vrijdag 5 oktober tot zaterdag 6 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.

MOTOR CARS & AUTOMOBILIA

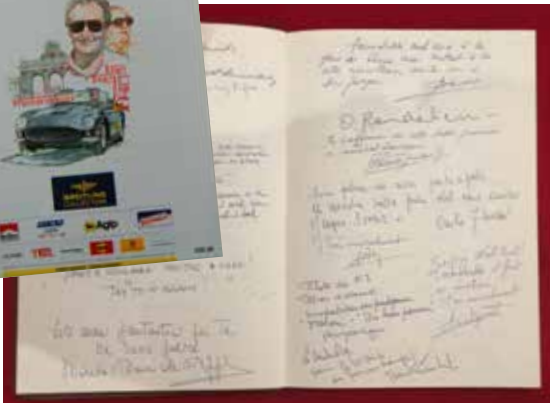
Lots 1 - 55

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

LOT 26

1950 HEALEY SILVERSTONE COMPETITION ROADSTER





1

FF40

FF40 guestbook signed and commented by attending guests in September 1992
 FF40 steering wheel
 Photo of Jacques Swaters with L.Klemanstaski's autograph and a silver tray
 FF40 menu signed by guests, fitted with a 70 cm x 50 cm frame
 FF40 USA plate
 Letter from L. Di Montezemlo (January 1992) to Jacques Swaters announcing Ferrari's participation to FF40 and the launch of a new model. Fitted in a 30 cm x 40 cm frame
 Rally plate FF40 (n° 477)
 FF40 presentation file (IT)
 Program of 9/27/1992 signed by J.Swaters in 1992 + Program of 9/26/1992
 Two FF40 framed lithographies (70 cm x 50 cm) from September 26th and 27th, 1992.
 Fish eye photo at FF40's 50th anniversary in September 1992, 40 cm x 40 cm frame
 Two very rare posters of the FF40 event in September 26th, 27th, 1992 (120 x 160 cm)
 FF40 Invitation + 4 cards. 50 cm x 50 cm frame
 Official FF40 DVD with preparation and arrival of the different models
 FF40 umbrella
€6,000 - 8,000



2

TRIBUTE TO JACQUES SWATERS

Original period photo of J.Swaters, Le Mans, signed by Alexis - framed
 Original period photo of J.Swaters in his Ferrari F2 T500 - signed and dedicated by Luca Di Montezemollo - framed
 Photo of J.Swaters in Francorchamps with a 250 GTO, signed by J.Swaters (40 cm x 30 cm frame)
 Jacques Swaters driving a Ferrari F2 T500 in 1954 (80 x 100 cm), photo on board
 Comic 'Enzo, le dernier empereur', introduction written and signed by Jacques Swaters
 Lithography J.Swaters & Enzo. P.Englebert 41/50 signed by J.Swaters - 70 cm x 50 cm frame
 Original recording on a disk of J.Swaters' lap on the Le Mans racetrack with a Ferrari TR 57 in 1957. One-off.
 Photo on canvas of J.Swaters driving.
€3,000 - 5,000



3

ECURIE FRANCORCHAMPS

Framed lithography of Enzo Ferrari and J.Swaters driving his Ferrari F2 T500 - Ecurie Francorchamps - Signed by J.Swaters
 American Francorchamps plates
 Yellow Ferrari 250 LM (50 cm x 70 cm frame)
 Frames with Ferrari P4 stamps (28x 20 cm)
 14 frames with original photo montage for 50th anniversary of the Garage Francorchamps
 Two black and white posters of the pilots and the cars. Frame of 70 cm x 50 cm
 Belgian Ferrari club magazines (from no.1 to no.19)
 Case of the Garage Francorchamps' 50th anniversary with booklet and 20 photos
 Book 'Les 10.000 km de Francorchamps et leurs métamorphoses' - J.Swaters foundation
 F330P lithography (no.152/250) + Ecurie Francorchamps stamps
 Drawing of a poster's project for the Francorchamps 1000 km (one off, 60's), frame of 50 cm x 70 cm
 Belgian Grand Prix original collection of photos from 1948 to 1970 (158 photos)
 Original collection of photos of the Spa Cup, 500km, 1000 km & 24h of Spa Francorchamps from 1955 to 2003 (267 photos)
€6,000 - 8,000



4

166 MM 00064

Framed poster 166MM J.SWATERS with two photos of J.Swaters and L.Chinetti and J.Swaters driving
 Frame with magazine of the 166 MM
 Photo on canvas (2,4 m x 3,6m) of the Ferrari 166MM s/n 064 of Olivier Gendebien, winner of the 1953 Spa Cup
€700 - 1,200
No Reserve





5

BABY BUGATTI TYPE 52 RE-CREATION

This all-aluminium 1/2 scale child's car was hand-built in the USA circa 1996/1997 and is a '99% faithful' re-creation of the famous Type 52 Bugatti Baby. Designed by company founder Ettore Bugatti for his five-year-old son, Roland, the original Type 52 Baby was a half-size replica of the firm's highly successful Type 35 Grand Prix car, though Roland's 'prototype' was powered by a petrol engine and was slightly smaller than the production version that followed. The production Type 52 Baby was premiered at the 1927 Paris Salon, its favourable reception leading to the manufacture of some 500 of these miniature marvels. A luxury toy priced at 5,000 francs, the Bugatti Baby was exclusively the plaything of the children of wealthy parents. Many royal families succumbed to its allure, and Ettore Bugatti is known to have given some to important clients that had placed substantial orders. Several races were organised during the 1930s for children driving their Bugatti Babies, and it was even possible to rent them in fashionable destinations on the Côte d'Azur.

We are advised that this car is identical to the original except for two extra bonnet louvres that have been incorporated to distinguish it from the real thing. Noteworthy features include aluminium wheels, steering system, control pedals, and rear axle, the latter ready to receive an electric motor (the original's was a Bugatti starter motor). The wooden drum brake is another 'as original' feature, as is the battery support. Other features worthy of note include a stainless steel black grille; scaled-down enamelled Bugatti logo; seat upholstered with genuine Connolly leather; steel steering wheel; voltmeter; and side-mounted handbrake (identical with that of the real Baby). The car is currently only capable of static display but could be easily motorised.

Not to be confused with the many replicas made using inferior materials, this Bugatti Baby re-creation is a work of art and a collector's item in its own right. It is also some €100,000 less expensive than the real thing!

€4,000 - 7,000

No Reserve



6

ALFA ROMEO 8C TIPO B MONOPOSTO GRAND PRIX CHILD'S CAR

The car offered here is a scaled-down replica of one of the greatest Grand Prix cars of all time: the Alfa Romeo 8C Tipo B. Designed by the legendary Vittorio Jano, the supercharged eight-cylinder 2.3-litre 8C first appeared in 1931 in sports car configuration, winning that year's Le Mans race and the Targa Florio. Later that year, the works 8Cs entered by Scuderia Ferrari finished 1st and 2nd in the Grand Prix of Europe at Monza. Jano further developed the 8C, enlarging the straight-eight engine to 2,654cc for the successor P2 single-seater. The P2s dominated the 1932 Grand Prix season but were sidelined for 1933 as a result of Alfa's financial problems. From then onwards successes were few, Tazio Nuvolari's sensational win in the 1935 German GP at the Nürburgring at the wheel of a P2 being the standout highlight.

Its racing history and the 8C's wonderful design inspired this car's creator to build a replica of this magnificent automobile suitable for children. With a length of 3m and a width of 1.15m, the 8C is powered by a 270cc air-cooled engine producing 9bhp and can reach speeds of up to 50-55km/h. Noteworthy features include a working rev counter; adjustable pedals; Vintage-style racing seat; removable back, rack-and-pinion steering; electric starter and hand starter; racing kart rear axle; twin disc brakes; and twin rear view mirrors. When not in use this charming Alfa Romeo 8C child's car has the potential to be an attractive artefact worthy of display in any collector's garage, hotel lobby or living room.

€4,000 - 7,000

No Reserve





7

MERCEDES-BENZ SSK CHILD CAR

'The S model, the masterpiece of Professor Ferdinand Porsche during his time at Daimler-Benz, and its derivatives are among the cars of the century which still fascinate us to this day. One reason for this is their sheer size, the result solely of the massive size of the engine with its 6,800cc capacity, which was increased to 7,065cc from the SS onwards.' - Mercedes, Rainer W Schlegelmilch & Hartmut Lehbrink.

The S made its winning debut at the Nürburgring's opening race in June 1927 with legendary works driver Rudolf Caracciola at the wheel. The model represented a major advance on the 630K, featuring a new lower chassis and a more powerful engine capable of producing 180bhp with supercharger engaged. The following SS model's larger engine raised that figure to 225bhp, while the short-wheelbase SSK enjoyed 250bhp.

Built in 2018 using engineering drawings, this two-seater SSK child's car is 3.3m long and 1.15m wide. It is powered by a front-mounted 9bhp air-cooled engine, which drives via a semi-automatic three-speeds-plus-reverse transmission complete with differential. Other noteworthy features include triple disc brakes (two front, one rear); electric starter; handbrake; rack and pinion steering; adjustable pedals; two spare wheels; working rev meter; front and rear lights; spare fuel can (show); removable wood-rim steering wheel; and tool bag with tools.

Also noteworthy is the exhaust which is working and thus not a purely show feature. This unique artefact can fit 2 children and is capable of speeds up to 50-55km/h. When not in use this delightful SSK child's car has the potential to be an attractive artefact worthy of display in any collector's garage, company, hotel lobby or living room.

€4,000 - 7,000
No Reserve



8

MASERATI '250F' JUNIOR MONOPOSTO

Forever associated with five-time Formula 1 World Champion, Juan Manuel Fangio, the Maserati 250F is the quintessential front-engined Grand Prix car. Designed principally by Gioacchino Colombo and Valerio Colotti, and 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, by this time further developed by Giulio Alfieri, 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.

Formerly part of the Willi Balz Collection, this junior version is powered by a rear-mounted petrol engine and is presented in excellent running condition, ready to be enjoyed.

€8,000 - 14,000
No Reserve





TECHNICAL SPECIFICATIONS

- Length and width: 2.24m x 1.02m
- Weight: 120kg
- Tubular chassis with epoxy finish
- Honda 140cc four-stroke engine
- Maximum speed: 40km/h
- Automatic clutch
- Electric starter with ignition key
- Rack-and-pinion steering
- Transmission by chain
- Drum brakes
- Aluminium dashboard with speedometer, ammeter, watch, klaxon
- Lights and indicators
- Bodywork in high-quality composite material
- Paintwork: ivory
- Upholstery: leather tan

9

BMW 328 ROADSTER 'COLLECTOR EDITION' JUNIOR CAR

Coachwork by De La Chapelle

Chassis no. 027

Founded in the early 1970s by Xavier De La Chapelle, this eponymous brand started as a manufacturer of replica Bugattis as well as building their own Roadster and Parcour models. They also built three petrol-powered Junior Cars for children: Bugatti Type 55, Ferrari P2, and BMW 328, the latter the iconic Mille Miglia sports-racer that had filled the first four places in 1938. All these cars were numbered and made entirely by hand.

In 1987, BMW France requested the production of the BMW 328 Classic Junior Car, initially for the 'Little Big Mans' event for children, which supports the famous Le Mans 24-Hour Race.

Later, in 2004, BMW Munich commissioned De La Chapelle to create the 'Collector Edition' of the 328, which was even more refined than the Classic version: electric starter, real spare wheel, tail lights, handmade steering wheel with inlay, etc, all with an individually numbered production plate. Collectors value the prestigious DLC 328 for its faithfulness to the 1930s original, its fine details, and high manufacturing quality.

The 27th built, this example was commissioned in 2007 for Mr Michel Schmitt, who never used the car but left it on display as a collectors' item. In fact, this rare creation has been driven only once: to check its functionality prior to this Bonhams auction.

Offered with sales brochure and press release (including press photographs), '027' represents a rare opportunity to own a 328 Roadster Collector Junior Car in unused and pristine condition.

€8,000 - 14,000

No Reserve



10

FERRARI '330 P2' JUNIOR SPORTS-RACING CAR

Coachwork by De La Chapelle

Chassis no. 125

Offered here is a junior version of Ferrari's famous 330 P2 sports-racing prototype. This series of mid-engined V12-powered sports-racing barchettas had begun with the 250 P of 1963, progressing via the 275/330 P of 1964 to the 275/330 P2 in 1965. Boasting new double-overhead-camshaft engines of 3.3 and 4.0 litres respectively, the P2s were more powerful than their immediate ancestors, while at the same time featuring a lower and lighter chassis and more-aerodynamic bodywork. The 330 P2 was first used at Daytona in 1965, entered by Luigi Chinetti's factory-supported North American Racing Team (NART).

Notable P2 successes in '65 included victories at the Monza 1,000km, Targa Florio, and Nürburgring 1,000km, which, together with wins by the 250 LM and 365 P, brought Ferrari yet another World Sportscar Championship in the face of strengthening opposition from the Ford Motor Company.

Built by the highly respected specialists, De La Chapelle, this junior version is powered by a 144cc Honda petrol engine, mounted at the rear. An affixed plate is inscribed: 'Automobile de la Capelle' Brignais-Lyon, number 125. Formerly part of the Willi Balz Collection, the car is presented in excellent running condition, ready to be enjoyed.

€12,000 - 18,000

No Reserve





11

Formerly the property of the Denver,
Colorado Police Department

**1966 HARLEY-DAVIDSON 1,200CC FLHP
ELECTRA GLIDE**

Chassis no. 66FLH14582

Two important events in the lengthy development of Harley-Davidson's perennial v-twin occurred in the mid-1960s when the 74 cubic-inch (1,200cc) FH and FLH Duo Glide adopted electric starting (1965) and the revised 'Shovelhead' engine the following year. Now known as the 'Electra Glide' - without question one of the most evocative names in motorcycling history - Harley's updated cruiser featured a new frame to house the large 12-volt battery and a reshaped primary drive cover to accommodate the electric starter mechanism. H-D was unable to afford the costs of developing an entirely new engine, so made do instead with a revised top end (the 'Shovelhead') featuring a larger aluminium version of the Sportster cylinder head, an improvement that liberated a further 5bhp. The new heads also greatly reduced oil leaks, while the Shovelhead also benefited from a new type of Linkert carburettor. The Shovelhead 'Glide continued in production for a further 18 years, gaining alternator electrics, electronic ignition, and disc braking as the years progressed, before bowing out in 1983 with the arrival of the Evolution-engined 'Glide. The world's oldest surviving motorcycle manufacturer, Harley-Davidson is acutely aware of its heritage, and the Electra Glide has remained a cornerstone of the range to this day. Police forces throughout the USA have used Harleys since the marque's earliest days, the police-specification Electra Glide being designated 'FLHP'. Dating from the first year of Shovelhead production, this example was previously in service with Denver Police before being imported into Belgium in the mid-1980s. Presented in Good overall condition, this motorcycle has never been restored and is currently registered in Belgium.



12

1957 LAMBORGHINI DLA 35 TRACTOR

Chassis no. 3050/35

Built well before the foundation of Automobili Lamborghini SpA in 1963, this DLA 35 tractor represents the heritage of Ferruccio Lamborghini's automotive empire. After serving as a mechanic in the Regia Aeronautica during WW2, Lamborghini set up a small car and motorcycle repair shop near Modena before branching out into the manufacture of tractors using surplus military hardware. By the mid-1950s Lamborghini Trattori SpA had become one of the largest agricultural equipment manufacturers in Italy, gratifying state of affairs that no doubt prompted Ferruccio Lamborghini's declaration: 'A tractor a day keeps the misery away!' One of an estimated 117 DLA 35 tractors built, chassis number '3050' is powered by Lamborghini's own three-cylinder engine with a displacement of 2,200cc and a relatively potent power output of 36bhp. Restored in 2016, it is finished in the correct orange and blue livery, and is fitted with new tyres. This beautiful tractor would make a distinctive and welcome addition to any significant collection of classic agricultural machinery, or a unique addition to any Lamborghini collection. It has the potential to draw crowds, especially when exhibited alongside the most beautiful supercars sharing the marque's famous 'raging bull' emblem, such as the legendary Miura and Countach.

**€18,000 - 24,000
No Reserve**



13

NO LOT



1995 LANCIA DELTA HF INTEGRALE EVO 2

Chassis no. ZLA831AB000583005

- One of the hottest of 'hot hatches'
- Delivered new in Italy
- Only 65,000 kilometres from new
- Registered in Belgium



'Between 1987 and 1992, the Integrale utterly dominated its branch of motor sport, winning 46 rallies and six consecutive constructors' championships outright. And to keep the rally car at the sharp end of the results table, the road car went through a number of iterations, each more potent than the last.' – *Octane* magazine, June 2012.

From the mid-1960s until the early 1990s, Lancia was a major force in international rallying, winning the World Rally Championship for Makes no fewer than 11 times between 1972 and 1992, including a remarkable six successive victories commencing in 1987. During the same period, Lancia drivers won the European Rally Championship on 14 occasions and the World Drivers' Championship (only instigated in 1978) four times. The models used: Fulvia HF, Stratos, Rally 037, and the Delta family - S4, HF, and Integrale - are among the most successful rally cars of all time.

After experimenting with a system combining both a conventional (Volumex) supercharger and a turbo on their 'homologation special' Delta S4 rally car, Lancia opted for turbo-charging alone for the less exotic Delta HF. Already a fine handling car courtesy of its tuned suspension, the HF moved up a class with the introduction of a state-of-the-art four-wheel-drive transmission incorporating Ferguson viscous couplings and a Torsen differential. Badged as the Delta HF 4WD on its introduction in 1986, the model retained the Volumex blower initially before switching to a straightforward turbo when transformed into the Integrale in 1987.

The latter would prove a supremely capable rally car, winning the World Championship in both 1987 and 1988, yet in road trim remained a thoroughly practical family hatchback. Integrale performance was boosted further by the introduction of a 16-valve cylinder head for the 2-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to 220km/h.

Homologated to maintain the works rally team's competitive edge, the first Evoluzione models were manufactured towards the end of 1991, incorporating wider front and rear track, appropriately altered bodywork, and an engine re-mapped to produce 210bhp among many other detail improvements. The Evo 2 was essentially the same but came with a catalyst in the exhaust system.

One of the last of its kind to be registered (production ceased in 1994), this Lancia Delta HF Integrale Evo 2 was sold new in Italy where it had three owners. In 2018 the Lancia was imported into Belgium where it is currently in the hands of the fourth owner. Finished in blue with beige interior, the car has covered 65,733 kilometres from new and is presented in excellent condition. Offered with Belgian registration papers, it represents a wonderful opportunity to acquire one of the rarest and most desirable sporting road cars of its era with a competition pedigree second to none.

€50,000 - 70,000
No Reserve



Only 25,710km from new

1989 MERCEDES-BENZ 500 SL CONVERTIBLE WITH HARDTOP

Chassis no. WDB.107046.1A.097130

- Delivered new in Germany
- Full service history
- Rare rear seat option
- Very well specified
- Outstandingly original



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

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

The 500 SL and 500 SLC featured the all-alloy 4,973cc overhead-camshaft V8 engine that had debuted in the 450 SLC 5.0 of 1977. Lighter, more powerful and less thirsty than the old 4.5-litre iron-block V8, the 5.0-litre produced 240bhp at 5,000rpm, an output sufficient to propel the luxuriously equipped yet lightweight 500 SL/SLC to 225km/h.

With approximately the same amount of power on tap as the legendary 300 SL sports car, the 500 SL/SLC was both lighter and slightly quicker off the mark, though a little down on top speed when compared to its illustrious cousin.

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

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



Presented in outstandingly original condition – down to the smallest detail - this 107-series Mercedes-Benz 500 SL retains matching numbers and matching colours, and has the very desirable factory-optional rear seat (code 565). The car was registered in Berlin in January 1989 by its first owner, and remained in Berlin until 1990 when it travelled to Monaco, staying there for 27 years. It is currently in the hands of its third owner, who purchased the car in 2017, and has covered only 25,710 kilometres from new, as verified by the accompanying service records. Services have been carried out as follows:

- 1,132 km: 16/5/89
- 6,173 km: 4/3/92
- 7,506 km: 26/7/93
- 10,556 km: 5/2/97
- 16,745 km: 28/1/03
- 17,855 km: 11/2/05
- 17,855 km: 23/6/06
- 21,307 km: 7/4/09
- 23,424 km: 30/5/12
- 24,516 km: 8/6/15
- 24,642 km: 8/9/15
- 25,300 km: 19/4/17

This beautiful 500 SL has retained its full documentation: the sales brochure; original upholstery brochure; original datacard; user handbook, original service handbook; and other Mercedes-Benz paperwork. It also has its three keys and its full and original tool kit. Factory options include a hardtop in body colour with heated rear screen; front heated seats; graduated tinted windscreen; alloy wheels; air conditioning; central locking; electric windows; and the aforementioned rear seats (full specification listing available). It also comes with the fully lined factory hardtop that makes this SL usable no matter what the weather.

Recent maintenance has included new suspension silent block buses, cradles, and tie rods; brake pads; tyres (x4); cylinder head gaskets; ancillary drive belts; distributor cap; battery; air conditioning recharge; and airbag diagnosis (OK). This car also benefits from a transferable warranty (parts and labour, valid until February 2019) issued by a Mercedes-Benz Classic dealer located in Paris. Finished in its original colour combination of Arctic White with blue leather interior, this beautiful 500SL is worthy of the closest inspection.

€70,000 - 90,000
No Reserve



16

Only 51,000 kilometres from new

1987 BMW M635CSI COUPÉ

Chassis no. WBAEE310601052697

- Delivered new by BMW Meersman, Belgium
- Only one registered owner from new
- Outstandingly original
- Believed full complement of highly desirable options including sunroof.
- Comes with its original registration document dated 1987



'A highly significant car in BMW's history, the M635CSi was the first to carry the famous "Motorsport" badge that has become synonymous with superlative performance and engineering.' – *Supercar World*.

Stylish, fast, and well engineered, the 635CSi enjoyed a production run lasting into the 1990s, being periodically up-dated in line with its sister models. BMW's 600-Series coupé debuted in 1976 and was mechanically similar to the 700-Series saloons, although introduced before them. Karmann styled like the preceding 3.0 CS/CSi, the newcomer was similarly well-specified, featuring all-independent suspension, four-wheel disc brakes, and power-assisted steering as standard. Brainchild of BMW's Motorsport department, the M635CSi version arrived in 1984. Its engine was a development of the M1 supercar's 3.5-litre, 24-valve, six-cylinder unit producing 286bhp, the increased power necessitating chassis improvements which included altered weight distribution, revised suspension, bigger brakes, and a limited-slip differential. There was also a close-ratio five-speed gearbox (or four-speed multi-mode auto) and a more luxurious interior, while outwardly this ultimate 6-Series model was readily distinguishable by virtue of its 'M Technic' body kit. Performance was emphatically in the supercar league, the M635CSi being capable of reaching 100km/h in around 6 seconds on its way to a top speed in excess of 250km/h.





Really well preserved and original specimens such as this example are now very rare and keenly sought after by collectors.

The car offered here was delivered new to Belgium and has had only one registered owner from new. Still retaining its original Belgian license plate, 'M-974-T', it has covered only 51,000 kilometres and comes with full history. A true collectors' item, this example is one of only 3,283 non-catalyst EU-specification cars built.

The BMW was delivered on 24th July 1987 by Garage BMW Meersman in Sint-Niklaas to its first and only owner, Mr Antoin Geleyn, a well-known cheese and dairy merchant from Beveren. A young man and a great BMW enthusiast, Mr Geleyn cherished the car with much love until his death at the age of 66 in November 2017. His enthusiasm is evidenced by the original invoice, which lists almost all the available options. In addition to the full sports interior in buffalo leather, we find the following: tinted windows; sunroof; alarm; Becker Mexico audio with electric antenna; electric seats (x4); and the complete M Technic spoiler package. The invoice total amounted to 2,493,631 Belgian Francs (after deduction of a considerable discount) or €61,815 today, making the BMW a very expensive car at the time.

Mr Geleyn used his BMW only sporadically during his 30 years of ownership. In the maintenance book 14 services are recorded over the course of barely 51,000 kilometres driven. All services were carried out at the same BMW dealer in Sint-Niklaas that has supplied the car new in 1987. In addition, the car is accompanied by a thick history folder containing original invoices; original registration certificate; old insurance documents; all original keys, etc. Remarkably, the car still retains Mr Geleyn's personal audio cassettes, their music so redolent of the 1980s.

The car is un-restored and in original condition, apart from the front bonnet and right-hand side front wing, which have been repainted, and shows only slight traces of use, which gives it a uniquely beautiful patina. Recently fully checked, it is in full working order and drives like a new car. All accessories and optional equipment work flawlessly.

The car comes complete with all books and tools in their case; its original Belgian registration document in name of Mr Geleyn; sundry bills; and a copy of the original sales invoice. A unique, virtually 100% original, Belgian delivered example - in 'time warp' condition - this beautiful BMW M635CSi is ready to use and would grace any important private collection.

€45,000 - 65,000
No Reserve



17

Five time Mille Miglia Storica participant 1992-1996

1957 FIAT-ABARTH 750 ZAGATO BERLINETTA

Coachwork by Carrozzeria Zagato

Chassis no. 418163

- Delivered new in Italy
- Restored in 1991
- Registered in Belgium
- Mille Miglia eligible



01



- 01 Mille Miglia, 1992
- 02 Mille Miglia, 1993
- 03 Mille Miglia, 1996



02



03





After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of aerodynamically-stylish sports prototypes and limited-series production cars, many of which were produced in conjunction with Carrozzeria Zagato. An innovative concern with a sporting pedigree second-to-none, Abarth was taken over by FIAT in 1971, becoming the Italian giant's competitions department.

One of Carlo Abarth's most successful series of GT cars was based on the FIAT 600, the first of these handsome little Zagato-bodied coupés - the 750 - appearing in 1956. Famed for its expertise in building lightweight, aerodynamically efficient competition cars, Carrozzeria Zagato was the perfect choice for Abarth's new venture, and has there ever been a prettier small coupé than the Abarth 750 Zagato? Zagato's stroke of genius was the distinctive 'double bubble' roof that gave both driver and passenger adequate headroom without the penalty of a tall windscreen.

Although the 750 was production based, the customer had such freedom of choice, including engine specification, that it is rare to find two identical cars. The 600 chassis was used with scant modification apart from changing spring rates and up-rating the front brakes to twin-leading-shoe operation, yet despite this apparent handicap coped remarkably well with the Abarth's greatly increased performance.

The latter was achieved by boring and stroking the 600's 633cc four-cylinder engine to 747cc and modifying or replacing just about every other component, the result being an increase in maximum power from 23bhp at 4,000rpm to 44bhp at 6,000 revs. Tested by The Autocar magazine in 1958, the Abarth Zagato 750 GT scorched through the standing quarter-mile in 20 seconds on its way to maximum speed of 95mph, outstanding figures for such a small-engined car.

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

Delivered new in Italy, this beautiful FIAT-Abarth 750 Zagato was restored in 1991 and between 1992 and 1996 participated in the Mille Miglia Storica with some success. Finished in red with original black interior, the car is registered in Belgium, having been imported in 2017 by the present owner, and is presented in generally very good condition. Mille Miglia-eligible, this FIAT- Abarth comes with photographs of it participating in the event; Belgian registration papers; and a FIVA passport.

€90,000 - 120,000



18

1966 PORSCHE 911 2.0-LITRE SWB 'SUNROOF' COUPÉ

Chassis no. 303951
Engine no. 907193

- *Desirable factory sliding sunroof*
- *Matching numbers example*
- *Original colour scheme*
- *Desirable optional Webasto sliding sunroof*
- *Professionally restored to concours condition*



'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.

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. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the chassis/body and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement.





In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

Manufactured in March 1966, this 1st Series (pre-A Programme) Porsche 911 was delivered new via the Rossel dealership in Wiesbaden Germany, making it an ultra-rare European example, the bulk of production going to the USA.

This particular 911 is also 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. Chassis number '303951' was ordered with the desirable Webasto sunroof as well as a Becker Monte Carlo radio with antenna and loudspeakers. It is believed that the car has remained in Germany ever since.

The current owner bought the Porsche in 2014, in need of restoration, and had it fully restored to the highest standards with no expense spared by marque specialists GT Classic Sportwagen in Essen, Germany. The owner also had some sonderwunsch (special request) options installed: full leather seats in black (instead of leatherette) costing €3,000; chrome wheels; GPS-tracker (for regularity rallies); competition safety belts, etc. When finished, this car was so beautiful that the vendor hardly dared to drive it!

Accompanying documentation includes a Porsche Certificate of Authenticity confirming its original specification and the aforementioned rare factory options; GT Classic's invoice and details of the complete restoration totalling over €100,000; a copy of the old German Fahrzeugbrief; TÜV paperwork dated 2015; and a copy of the old Porsche Kardex recording the first services (rare).

This short-wheelbase Porsche 911 is the perfect car for historic rallies, being fast and competitive. Ready to take to any rally or concours event, it is 'on the button' and ready to go.

€130,000 - 180,000
No Reserve



19

Gold-level certified by the 100M registry

1956 AUSTIN-HEALEY 100M FACTORY 'LE MANS' ROADSTER

Chassis no. BN2-L/230581

- One of only 640 factory-built examples
- Registry Confirmed Factory-built Le Mans, FC-Gold level
- Mille Miglia eligible
- Former concours winner



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

From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, stiffer front anti-roll bar, special Armstrong front dampers and a louvred bonnet.





Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars, mostly BN2s, were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA, including the example offered here, which is confirmed to be a genuine, factory built, matching numbers Austin-Healey 100M 'Le Mans' by its accompanying BMIHT and 100M 'Le Mans' Registry certificates.

Chassis number 'BN2-L/230581' was delivered new in 1956 to Florida and in 1958 was purchased by the second owner, a Mr Ditter from Miami, Florida who used it until 1971. The Healey was then stored in his garage until his daughter sold it in 2006 to Harold Brandner from BMC Classics of Smyrna Beach, Florida, who restored it completely between 2006 and 2009 (see DVD on file). In 2010 the car was shipped to the immediately preceding owner in Basel, Switzerland. The current owner acquired the car in May 2014.

Benefiting from a no-expense-spared, 'ground upwards' restoration to original specification, '230581' must be one of the very best of its kind available, as evidenced by its '1st in class' awards at the Tampa British Car Show (October 2009) and the Winterpark Concours d'Élégance (November 2009), and a '3rd in class' award at the British Classic Car Meeting in St Moritz (July 2010).

Belgian registered, the car comes with one of the very few hand-built wooden steering wheels by Donald Healey; recent new top, tonneau cover, and windows; chromed spare wheel; '100M' and 'Le Mans' badges; and a well-stocked badge bar. It has obtained the ultra-desirable Gold-level certification by the 100M registry of Bill Meade, the highest recognition of the car's originality. It is known to the register as 'Confirmed Factory-built 100M'.

Finished in its original factory colour scheme of Healey Blue and Old English White, '230581' represents a rare opportunity to acquire an iconic first-of-the-line 'Big Healey', factory 'Le Mans' built.

€160,000 - 180,000



1959 ALFA ROMEO 2000 SPIDER

Coachwork by Carrozzeria Touring

Chassis no. AR 102.04.00828

- Delivered new to France
- Italian 'Dolce Vita' classic
- In France for most of its life
- Attractive colour scheme of 'Grigio Bianca' over red



'The 2000 Roadster, made for high-speed touring, was fitted with an engine having remarkable reserves of power and torque in order to offer the sport customer the possibility of making fast journeys with the maximum safety.' – Luigi Fusi, *Alfa Romeo, All Cars From 1910*.

The famous Carrozzeria Touring's associations with Alfa Romeo reached back to the late 1920s and this liaison was perpetuated into the post-war era. Replacement for the 1900 line, the 102-Series 2000 cars first appeared in 1958 and were unusual in so far as production of the stylish Touring-bodied Spider version outstripped that of the Berlina, with 3,443 examples of the soft-top produced compared with only 2,804 of the saloon. As Anderloni and Anselmi remark in their book, *Touring Superleggera*: 'An order which was important to Touring in quantitative terms was that for... supplying the Alfa Romeo 2000 convertible.'

Touring's renowned Superleggera (Superlight) method of body construction was employed, though now the panels were machine-pressed rather than hand-beaten, greatly speeding up production. This departure marked a turning point for Touring, enabling them to manufacture bodies in greatly increased volume, though this was still far from mass production.

Beneath the skin the 2000 remained much as the last of the 1900s, with independent front suspension, live rear axle, five-speed gearbox, and drum brakes all round. Nowadays referred to as the 'old' 2-litre, the twin-cam 2000 engine combined elements of the superseded 1900 and new Giulietta, retaining the former's cast-iron block and separate cam covers but featuring the latter's bucket-and-shim method of valve adjustment. Spider and Sprint versions came with 115bhp on tap, good enough for a top speed in excess of 170km/h. Despite a relaxed high-speed cruising ability and excellent smoothness, the 2000 in its day tended to be overshadowed by the smaller and cheaper Giulietta, and only now is the model beginning to receive the attention it deserves.



According to information supplied by Marco Fazio, Centro Documentazione Alfa Romeo, Alfa Romeo 2000 Spider chassis number '00828' was manufactured on the 7th September 1959 and sold two days later to Régie Nationale Usines Renault di Billancourt, France. The body colour was Grigio Biacca (Grey White) the same as it is today. The Alfa was sold to its first owner in Marseille (Departement 13) later in 1959.

By 1961, the car had found a new owner in Toulon and changed hands again in 1963, moving to Valence where it stayed up to 1968. In 1969, the Alfa was sold to a brocanteur (pawnbroker) in Etoile, France, who kept the car until 1989. It was then bought by Mr Pierre Robin of Beaumes de Venise, France who kept it until 1997. Still in original condition, it then moved to Italy where the previous owner started a painstaking restoration. The current owner was able to buy this 2000 Touring Spider in Italy in 2014 as a semi-finished restoration project. The current owner finished the restoration recently.

This 2000 Touring Spider is still presented in its original colour of 'Grigio Biacca' with a re-upholstered interior in very attractive dark red. It has been mechanically checked-over by the current owner with carburetors and transmission revised (invoices on file) and is described as in very good mechanical condition. The car is offered with its old French registration papers and comes with its old French number plate and restoration photos.

With its elegant Touring lines, four-seater accommodation, and open top - and finished in, arguably, one of the better colour schemes for an Alfa Romeo 2000 Spider - this is a car for the Alfa Romeo connoisseur. 'On the button' and ready to go, it represents a wonderful opportunity to acquire a fine example of this fast-appreciating Italian thoroughbred.

€85,000 - 125,000



THE FOLLOWING 3 LOTS ARE OFFERED FROM A PRIVATE GENTLEMAN DRIVER

21

Delivered new to France

1962 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE ROADSTER

Chassis no. 877837

- *In France up to 2015 and then in Belgium*
- *Known ownership history*
- *Extensive professional mechanical refurbishment (2016)*
- *Matching numbers*



Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-type was 'the most beautiful car ever made'.

Representing the Jaguar E-Type in its earliest, purest, and most sought-after form, this 3.8-litre 'Series 1' was imported by Jaguar's French distributor, Paris-based Ets F Delecroix on 30th August 1962. On 19th September 1962 the car was delivered to its first owner, who would keep it for seven years. It was then purchased by a Mr Carillon of Givros, France.

On 28th June 1985, the E-Type was bought by Mr Michel Hassoun, who kept the car in the South of France. Ownership was transferred to Madame Aline Hassoun on 27th July 1993. The current owner purchased the car on 5th November 2015 at which time the odometer reading was around 60,000 kilometres. In France until 2015 and since then in Belgium, this fully matching numbers E-Type has always been kept in original condition, and even retains its original radio and electric antenna.





In maintaining the car, the current owner has prioritised mechanical reliability, as he wanted to drive it without having to worry. Carried out by Retro Cars, a Belgian Jaguar specialist, refurbishment has included a complete engine overhaul in the course of which high-compression (9.0:1) pistons were fitted; the crankshaft, flywheel, and other rotating components dynamically balanced; the carburettors completely overhauled; 123 electronic ignition fitted; new ignition system and alternator fitted; and an aluminium radiator and Kenlowe electric cooling fan installed. Other works included overhauling the Moss gearbox and fitting a new clutch; overhauling the differential with new bearings; new brake discs front and rear; new brake master cylinder and new pistons front and rear; overhauling the steering rack; and fitting six new gas shock absorbers, adjustable for compression and rebound damping. Other noteworthy features include all new hoses; a stainless steel exhaust system; complete new electrical wiring loom and fuse box; a new convertible hood; and re-upholstered seats. Apart from the seats, the interior remains original.

Invoices totalling more than €50,000 on file together with a photographic record of the mechanical rebuild showing that high quality parts were used exclusively. This exceptional E-Type also comes complete with tool kit, jack, instruction manual, JDHT Certificate, Belgian Carte Grise, and a 12-page Rapport d'Expertise from the Bureau d'Expertises en Automobile, Doucy.
€140,000 - 180,000



22

Delivered new to Jacques Swaters' Garage Francorchamps, Belgium

1960 FERRAI 250 GT COUPÉ SERIES II

Coachwork by Pininfarina

Chassis no. 1625 GT

Engine no. 1625 GT

- *In Belgium all of its life*
- *Matching numbers (chassis, engine, gearbox, rear axle)*
- *Cognolato restored in the mid-2000s, engine by Corrado Patella*
- *Winner of the Prix d'Élégance at the Zoute Concours d'Élégance (2014)*
- *Wonderful condition*
- *Ferrari Classiche certified, Massini report on file*





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

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

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

A number of important developments occurred during 250 GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports. On the chassis side, four-wheel disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, the former at last providing the 250 GT with stopping power to match its speed. More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250 GT is a landmark model of immense historical significance.





The example offered here, chassis number 1625', left the factory in January 1960 destined for California, USA but was actually delivered to Jacques Swaters' Garage Francorchamps in Belgium. It is a rare 2nd Series example, the most sought after series in the 250 GT Pininfarina coupé range. first owner was Mr Theo de Montpellier, who purchased the car on 4th February 1960, subsequently passing to Mr Louis Galand. The third owner is not known.

According to a registration document on file, fourth owner Mr Jean-Marie Cap acquired the Ferrari on 24th December 1976. From 15th May 1978, the car was owned by Ferrari collector Mr Ennio Gianarolli, who kept it on display as part of his collection but did not register it. The current owner purchased '1625' on 7th February 2005.

In March 2005, the Ferrari was despatched to Carrozzeria Nova Rinascete in Vigonza, Italy to be restored by the internationally renowned Dino Cognolato and his team of specialist craftsmen. The Ferrari received an exemplary restoration of the chassis, body, and all brightwork including the bumpers, front grille, window surrounds, door plates, etc, and the multiple Ferrari and Pininfarina badges.

The mechanical side of the rebuild was entrusted to Corrado Patella's Omega Officina, another recognised specialist in the restoration of Ferrari of road and competition cars. Corrado Patella carried out a full mechanical restoration, which included the engine, carburettors, gearbox, overdrive, axle, suspension, brakes, radiator, etc.

The electrical system was overhauled by Elettrauto Franco, which also restored and refurbished all the dashboard instruments. Luppi of Modena re-trimmed the interior, while the carpets and headlining were renewed by Dino Cognolato. Equipped with new 16" Borrani wire wheels, the fully restored Ferrari left Cognolato's workshop in March 2009, since when it has won the Prix d'Élégance at the Zoute Concours (in 2014). Accompanying documentation consists of the all-important Ferrari Classiche 'Red Book', restoration invoices, and Belgian Carte Grise, and the car also comes with its tool kit and jack.





Lastly, the owner has kindly provided us with his driving impressions: 'Once the driver is comfortably installed behind the Nardi steering wheel, he or she is afforded an unobstructed view of the dashboard in a perfect combination of ergonomics and aesthetics. Once started, the engine emits an evocative yet subdued growl, and is supremely flexible on the road. The clutch is not heavy and the gearbox is a delight, its synchromesh beyond reproach, while the overdrive facilitates fast cruising without having to overtax the engine. Handling is excellent, and the four-wheel disc brakes mean that the limits of the car's performance can be explored safely.'

These many attributes and the presence of a generously sized luggage compartment simply invite one to travel; this Ferrari 250 is not designated a Gran Turismo without good reason. Possessing a rare elegance, this beautiful Pininfarina-style Ferrari will appeal to the connoisseur of aesthetics every bit as much as to the enthusiast driver.
€600,000 - 800,000



23

Special order Porsche Exclusive Manufaktur 'one off'

1992 PORSCHE 964 CARRERA RS COUPÉ

Chassis no. WP0ZZZ96ZN5491563

- One owner car
- 31,500 kilometres from new with full service history
- Unique colour scheme of British Racing Green over Sherwood Green leather interior
- All books and tools
- Outstandingly original condition



'What the RS has done is take the technical brilliance of the latest Carreras and put back the missing excitement of some earlier, less pampering generations.' – Brian Laban, Performance Car magazine. Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, Porsche introduced the Carrera RS on the Type 964 platform in 1991. A lightweight variant like its illustrious forebears, the beautiful newcomer was based on the Carrera Cup competition car and sold in Europe only, though there was a lower-specification RS America for the United States market. There was also a Touring version that kept most of the road equipment fitted to the standard Carrera.

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 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 met the latest emissions regulations.

The Carrera RS retained the 3.6-litre engine, albeit boosted in maximum output to 260bhp and equipped with a lightened flywheel for improved response. The G50/10 five-speed transmission featured closer ratios, an asymmetrical limited-slip differential and steel synchromesh, while the suspension was lowered and stiffened. The 0-100km/h time dropped to 5.4 seconds and the Carrera RS had a top speed of 260km/h.





For the lightweight version, the interior was stripped out completely and the power steering, power windows and seats, rear seats, air conditioning, cruise control, sound deadening material, and stereo system removed. Two lightweight racing bucket seats were fitted instead. The front bonnet was made of aluminium and the chassis was seam welded, while the side windows were made from thinner and lighter glass. Rounding off this radical exercise in weight reduction, the Carrera RS was equipped with 17" Cup magnesium wheels. The result was a total weight saving of around 150kg compared to the Carrera 2, transforming the RS into a faster, more agile, and more responsive car.

Brian Laban found that any feeling of remoteness or soft touch had gone completely, and reckoned that the controls never felt more solid or precise. In his opinion the Porsche could not be faulted, the verdict being that the Carrera RS was 'exactly what a performance car should be'. Excluding America and RSR variants, only 2,051 units of the Type 964 Carrera RS were produced.

In June 1990, this unique Carrera RS's owner signed a provisional purchase agreement, and in March 1991 was asked by the importer what colours he would like for the body and upholstery. He specified bodywork in British Racing Green, Recaro seats trimmed in Sherwood Green leather, and a special three-spoke steering wheel.

The importer had serious reservations about the special colour scheme chosen by the customer, but after several months of discussions, on 20th December 1991 confirmation was received that his choices were acceptable, albeit with a considerable increase in the price. Other non-standard special features of this car include a bracing bar between the front suspension turrets, and a unique centre/rear interior roll cage.





24

1954 ARNOLT-BRISTOL ROADSTER

Coachwork by Carrozzeria Bertone

Chassis no. 404/X/3033

- *One of only 130 produced*
- *Delivered new to the USA*
- *Imported into Europe in 2006*
- *Fully restored to concours standard between 2016 and 2018*







Having made his fortune during WW2, Chicago-based industrialist Stanley Harold 'Wacky' Arnolt II was able to indulge his lifelong love of automobiles, and by 1952 was a regional BMC distributor and US distributor for Bristol cars. In 1952, a visit to Carrozzeria Bertone led to Arnolt buying a stake in the Italian company and arranging manufacture of Bertone-bodied Arnolt MGs. Bertone's elegant coupé and cabriolet on the MG TD chassis had been first exhibited at the 1951 Geneva Salon. These cars were enthusiastically received by Arnolt, who saw the Bertone-bodied TD as meeting the US market's requirement for a luxury MG; a car possessing that all-important octagon badge yet blessed with something above the Spartan level of equipment usually associated with the Abingdon marque's sports cars. Two hundred cars were ordered, though production eventually totalled 65 coupés and 37 cabriolets.

Arnolt's next venture made use of the Bristol connection, the UK manufacturer's 404 chassis getting the Bertone treatment in 1953 courtesy of newly arrived stylist, Franco Scaglione. Despite being based on a pre-war BMW design, the Bristol possessed one of the finest chassis of its day and its 2.0-litre six-cylinder engine was one of the most efficient around.

The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylindrical 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 engine's one drawback, from a packaging perspective, was its height. Nevertheless, Scaglione still managed to come up with a sleek looking sports car, first by incorporating a bonnet scoop and secondly by employing sharply creased contours over the front wings to draw the viewer's attention away from the bonnet's unusually tall centre. Bristol sent rolling chassis to Bertone, which topped Arnolt-Bristols with either open two-seater or closely related fastback coupe bodies. Completed cars were then shipped to Chicago. The fastback would prove very rare (it is thought that only two were built).

Three open models were offered ranging from the basic competition version via the better-appointed Bolide to the fully equipped Bolide Deluxe. There was also an enclosed coupé. Arnolt charged \$3,995 for the competition model, \$4,245 for the Bolide, \$4,995 for the Bolide Deluxe, and \$5,995 for the coupé.

The Bristol engine could be tuned to produce in excess of 150bhp, and before long the pretty Arnolts were making their mark in production sports car races in the USA. In the summer of 1955, Arnolt convinced Rene Dreyfus to come out of retirement and manage the team of three Arnolt-Bristols at the Sebring 12 Hour.

Dreyfus had not lost his spark - the cars finished 1st, 2nd, and 4th in the 2-litre class, losing 3rd place only to the Morgan-Triumph of Rothschild. The Arnolt-Bristols were awarded the Team Trophy that year, and again in 1956 and 1960. Arnolt-Bristol production ceased in 1963 after a total of 130 cars had been sold.

One of a mere handful of survivors, chassis number '3033' is recorded in the Arnolt-Bristol Owners List and formerly belonged to Ray Erickson before being imported into Europe in 2006 by Josef Stangpl. The Arnolt-Bristol was fully restored to concours standard between 2016 and 2018, the works carried out including a full engine overhaul (restoration invoices and photographs are on file). Finished in its eye-catching original Peacock Blue with grey leather interior, this ultra-rare, American-inspired, Anglo-Italian sports car is offered with a US title (EU taxes paid).

Exclusive, expensive and immensely desirable, the Arnolt-Bristol remains a footnote in the pages of automotive history, but a memorable one.

€340,000 - 380,000



25

Matching numbers example

1958 AC ACE ROADSTER

Chassis no. AEX 1012

Engine no. CLB 2389 WTEN

- One of only 21 built in 1958
- Original left-hand drive from new
- A landmark model in its earliest form
- Original AC-engined car
- Four-speed overdrive transmission
- Exceptional condition



'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.

An influential and widely imitated design, the AC Ace (and its Cobra derivative) could trace its origins back to a one-off sports-racer built by chassis engineer John Tojeiro for Cliff Davis in 1952. The success of Davis' Tojeiro sports-racer prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. Designed by AC co-founder John Weller, this overhead-camshaft engine had originated in 1919, and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. Nevertheless, in tuned form the Ace enjoyed great success in production sports car racing, winning its class at the Le Mans 24-Hour Race in 1959. And it was the Ace's obviously greater potential that inspired Carroll Shelby to fit one with a Ford V8 engine to create the legendary Cobra.





In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models later became available with the more powerful Bristol six-cylinder engine before production ceased in 1963. Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed. Only 223 cars were delivered with the 2.0-litre AC engine compared with 463 Bristol-engined cars and a further 37 Ford-powered examples. Today, the sublimely styled AC Ace is one of the most sought after of post-war British sports cars.

According to the AC Ace Register, this Ace left the works in November 1958 in left-hand drive configuration with engine no. CLB 2389. It was exported to the USA where the San Carlos, California based distributor, Competition Motors, took delivery. First owner Mr David Derma of San Francisco kept the Ace until 1978 when it was sold to Mr Don Cziska. Mr Cziska kept the car until 1992 before selling it to Ron Leonard of Durango, Colorado. At that time the Ace had covered only some 17,000 miles from new and remained largely original throughout, with its factory applied paint and interior intact.

A broken timing chain tensioner had caused the car to be taken off the road years earlier, so Mr Lennard embarked on an engine rebuild to return the Ace to running condition.

During the overhaul, the compression ratio was raised slightly, and new valves, bearings, and timing chain installed. By this time, the car was showing its age, so it was decided to refinish the black exterior, re-chrome the brightwork, restore the wire wheels, and fit a new set of period-correct Michelin X tyres. Furthermore, the complex rear suspension was refurbished with new pins and bushes.

In 1996, Mr Lennard sold the car to Mr Bruce Toppan of Menasha, Wisconsin. Mr Toppan wanted to return the Ace to 'as new' condition and despatched the car to Wayne Obry's Motion Products, one of the USA's leading restoration specialists. Motion Products went through the whole car, making it as perfect as possible.

Mr Toppan spent more than \$150,000, as confirmed by the invoices on file, and following the rebuild's completion drove the Ace on two occasions (2011 and 2012) in the Colorado Grand, the 1,000-mile rally through the Rocky Mountains. From then until today the car has been maintained very carefully and is as good a condition as could be expected.

Currently registered in Germany, the car is matching numbers and comes with its soft-top, tonneau cover, books, tools, and all records. It also comes with a spare wheel, an extra set of painted wheels, a hand crank, and a quantity of spare parts. This beautiful AC Ace must be one of the finest and best prepared examples available today.

€280,000 - 330,000



1950 HEALEY SILVERSTONE COMPETITION ROADSTER

Chassis no. D36

UK registration no. 'KGG 829'

- Driven in period by famous rally driver Nancy Mitchell
- Extensively campaigned
- Very well documented with exceptionally comprehensive history file incl. period photos
- Retaining original interior
- Mille Miglia eligible



'KGG 829' featured on the 2014 Zoute Rally cover after its successful participation in 2013



02



'D36' in action, early 1950s

01 Nancy Mitchell behind the wheel of 'D36', during a hillclimb in the early 1950s

02 'D36' as featured in an advert for Silverstone hard-tops, 1954

The Donald Healey Motor company completed its first car in 1945, going into full-time production the following year. The firm's first offering was a 2.4-litre Riley-powered sports saloon with welded-up chassis and Healey's own trailing arm independent front suspension. For the clubman racer there was the dual-purpose Silverstone, a model equally at home on road or track. The saloon's engine and basic underpinnings were retained, though with shorter frame, stiffer springing and - unusually for the time - a front anti-roll bar.

The lightweight two-seater body was crafted in aluminium, and the car's purposeful look was enhanced by cycle wings and closely spaced headlamps mounted behind the radiator grille. Another unusual feature was the spare wheel protruding from its compartment in the tail, thus doubling as a bumper! The Silverstone was soon making a name for itself in rallying and circuit racing, with many future stars gaining their first track experience in the car, most notably Tony Brooks. In all, 104 Silverstones were built between 1949 and 1951.

The Motor, when it announced and featured the model in July 1949, described the Silverstone as a 'light competition-type two-seater to sell at the basic price of £975' while observing that 'weighing only 18.5cwt, the new Healey offers improved performance for competition work, yet remains entirely suitable for normal road use.'

This well-known Silverstone was first registered on 4th May 1950, although the chassis number indicates that it was built in 1949. 'D36' was despatched to Scotland where it was purchased new by one D Frazer in Glasgow and registered as 'HSF 360'. While in Scotland, the Healey was raced and hill climbed for two years, driven mainly by Bob Dickson and the famous rally driver, Nancy Mitchell. Nancy Mitchell was one of BMC's squad of British lady rally drivers in the 1950s, winning two European Ladies' Championships. She drove the Healey Silverstone in hill climbs, including the Rest And Be Thankful event at Arrochar. The car then came back to England and was reregistered as 'KGG 829', keeping that registration for the rest of its life in the UK.





'KGG 829' was used in publicity for the hard tops made for the Healey Silverstone by Universal Laminations Ltd (see original 1954 advertisement on file). From 1956 to 1970 the car belonged to one A J Bowers in Hampshire. Another long-term owner was Mr David Reader, who raced the Healey extensively and kept it from 1992 to 2012 when it was bought by the current vendor. The car is believed to have been repainted from green to red during that period.

The current owner re-sprayed the Healey in green, a wise decision, and has participated in many rallies with it including the Zoute Rally in 2013, 2014, and 2015. It was even featured on the cover of the 2014 Zoute Grand Prix programme! Other important international rallies attended include the Coppa D'Oro (2016) and Gran Premio Nuvolari (2017).

This well documented car comes with an exceptionally comprehensive history file – one of the best we have seen – close inspection of which is highly recommended. Far too lengthy to list in their entirety, its contents include logbooks dating from the 1950s and 1960s detailing all journeys, mileage totals, oil changes, work done, etc plus a vast quantity of original period invoices for parts and work carried out, mostly issued by the Donald Healey Motor Company.

There is also a fascinating body of correspondence with the Donald Healey Motor Company dating from the 1950s. Other documents include period racing photographs; a copy of the old UK V5 in the name of David Reader; FIVA identity card (valid until 2023); instructions for the instruments; photographs of participation in the Zoute Grand Prix; rally results; restoration photographs; a copy of the Healey Silverstone brochure; and Belgian registration documents

This Healey seems to have always been well maintained and kept in top condition mechanically, reflecting the considerable sum of money invested in it by the current owner. Fitted with instruments for participation in regularity rallies, it is an ideal purchase for anyone wishing to take part in such events, which, of course, include the Zoute Grand Prix and Mille Miglia. As such, it also represents a relatively affordable entry into these high-profile motoring celebrations. Highly original, exceptionally well documented, ready for any event, and clearly well looked after throughout its career, this beautiful Healey Silverstone must be one of the better examples around.

€230,000 - 300,000





27

1973 CITROËN DS23 IE DÉCAPOTABLE

Coachwork by Henri Chapron

Chassis no. DSFG 00FG0041

- *The first of a mere three DS23 IE cars built by Chapron for 1973*
- *One of only four such examples with the top of the range 2.3-litre IE (fuel injected) engine*
- *Known ownership history from new*
- *Mechanically overhauled by Olivier Houiller of French Classics Ltd in 2018*





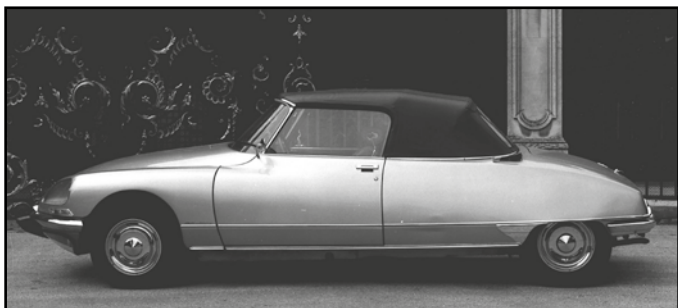
Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension plus power-operated brakes, clutch, and steering.

The project had been initiated in the 1930s by the company's managing director, Pierre-Jules Boulanger, and would be brought to fruition by designers Andre Lefebvre, previously with Voisin and Renault, and Flaminio Bertoni, who had worked on the styling of the pre-war Traction Avant. Part of Boulanger's brief had been that the proposed 'VGD' (Voiture de Grand Diffusion or Mass Market Car) should be capable of affording a comfortable ride over sub-standard rural roads while remaining stable at sustained high speeds on the Autoroutes. The solution to these seemingly incompatible requirements was the famous hydro-pneumatic suspension, suggested by Citroën engineer Paul Magas. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in present-day top-of-the-range models.

In September 1965 the DS's original 1,911cc, overhead-valve, long-stroke engine – inherited from the Traction Avant - was replaced by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed gearbox. Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. Chapron's first convertibles had been produced independently of Citroën but the factory eventually gave the project its blessing.

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







The beautiful Citroën convertible offered here is the first of three DS23 IE cars built by the Chapron factory for 1973, and one of only four such examples with the 2.3-litre IE (fuel injected) engine. It was originally ordered by eminent Parisian Raoul d'Iray in October 1972 through the Citroën dealership in Paris 18th, 6 rue d'Oran. Carrying the Chapron build number '9414', this exceedingly rare car was finished in December 1972 and first registered in March 1973 under the Parisian number '3304 ZB 75' to Mr Raoul d'Iray, 148 Avenue Louis Roche, Gennevilliers/Seine, France.

At that time, Henri Chapron's cars were no longer sold through the Citroën dealer network, and every car that Chapron transformed had to be approved by the French licensing authority (the 'Service des Mines') before it could be registered. These papers accompany the car. The DS remained in Raoul d'Iray's ownership for a decade. It then passed to a Mr Van Houten, remaining with him for a further decade before passing to Mr Jaap Knap, a Citroën dealer.

Last publicly offered for sale in 2006 at Rétromobile, this rare Citroën DS23 IE Décapotable was purchased by the car collector and hugely successful fashion entrepreneur, Mr Kevin Stanford, who registered it in the UK with his personal registration plate, '56 KS'.

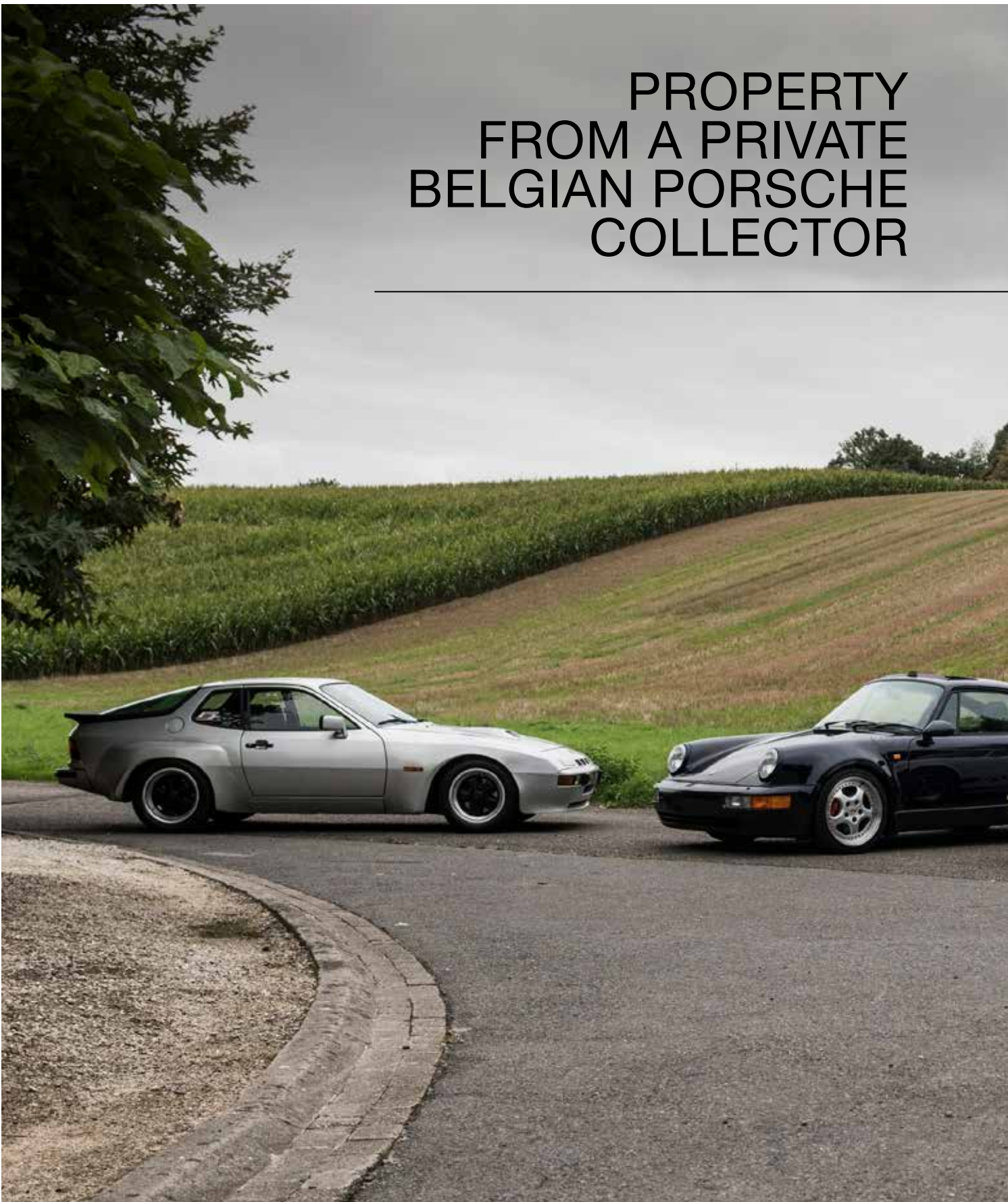
For the next 12 years the car was enjoyed by Mr Stanford and his family before being purchased by a UK car collector. Since then it has received a detailed mechanical overhaul at the hands of the widely respected UK-based Citroën specialist, Olivier Houiller of French Classics Ltd. Recent receipts totalling over £15,000 accompany the car, as does the extensive Chapron build documentation that was provided by Noëlle-Eleonore Chapron, Henri Chapron's daughter.

This magnificent and very rare piece of French motoring history is 'on the button' and ready to be enjoyed. An eye-catcher at any gathering, it comes with the aforementioned documentation and is currently registered in the UK.

€240,000 - 320,000



PROPERTY FROM A PRIVATE BELGIAN PORSCHE COLLECTOR





28

1980 PORSCHE 924 CARRERA GT COUPÉ

Chassis no. WP0ZZZ93ZBN700093

- One of only 406 built
- Fitted with the only 3 options possible including sunroof
- Single family ownership from 1981-1995 and again from 1996-2016
- Only three owners from new
- Known maintenance history from delivery
- Genuine 79,108 kilometres from new



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

Volkswagen's decision not to proceed with their designed-by-Porsche 914 replacement led to the latter taking on the project themselves. Launched in November 1975, the resulting 924 drew heavily on Volkswagen/Audi components: the 2-litre, four-cylinder, overhead-camshaft engine being a development of the Audi 100's, and the four-speed transaxle a VW unit. A five-speed Porsche-designed gearbox and improvements to the suspension were early developments, and in 1978 came the first truly high-performance 924 - the Turbo. The latter's extra 45bhp raised top speed to around 150mph, and this figure would be further improved upon by the 924 Carrera GT. A road model with competition potential, the luxuriously equipped Carrera GT was launched at the 1979 Frankfurt Show. Easily distinguishable from lesser 924s by virtue of its bonnet air intake and widened wheelarches, the Carrera GT was built in limited numbers - only 406 were made - 400 cars being the minimum requirement to gain homologation for rallying and Group 4 events. The standard version came with 210bhp but this could be boosted to well over 300bhp for racing. Three cars were entered by the works in the 1980 Le Mans 24-Hour Race, finishing 6th, 12th and 13th.





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

Delivered new to Freiburg, Germany and first registered on 19th December 1980, this example of one of the rarest of 924 variants is finished in the rarest and most sought-after silver colour. It comes with the only 3 options possible for the model; the removable sunroof, 16 inch Fuchs wheels and the all-important limited slip differential.

The original service book reveals that the car was delivered new to its first owner (an engineer) by the Baden-Auto GmbH dealership. Clearly well looked after, this 924 Carrera GT was sent to the supplying dealership, Baden-Auto, which later became Porsche Zentrum Freiburg, at least once a year.

The Porsche stayed with the original owner up to 1995 (though it seems like he no longer drove the car after 1994) when it was sold to a friend and business partner in Belgium.

There is an 'Internationaler Zulassungsschein' on file, issued in Freiburg with the name of the Belgian owner, 'Jean-Claude Lamblin', which indicates he drove it from Freiburg to Brussels. The car was serviced by Carrera Motors in Ghent in 1997 and again in 1999 with 71,468 kilometre showing on the odometer.

This 924 Carrera GT has been standing since Mr Lamblin's death circa 2010, and was only taken out in 2016 when it changed hands. The odometer reading in 2010 was 78,609 kilometres and is now 79,180 kilometres. We are advised that the car is totally original; has never been involved in any accidents; and retains its factory-applied paintwork, etc. It still presents beautifully, the interior in particular being in excellent original condition.

The car comes with its original Blaupunkt Berlin radio with flexible stalk (in box); all books and tools including compressor; spare keys in the original pouch; and its original Porsche pouch containing the original owner's manual and service booklet, the latter stamped on 15 occasions between January 1981 and June 2016. Additional documentation consists of a Porsche Certificate of Conformity (1995); printout of the Porsche Kardex confirming the car's numbers; Belgian Carpass recording the odometer readings between October 2000 and June 2016; and the aforementioned 'Internationaler Zulassungsschein'.

€70,000 - 90,000
No Reserve



1968 PORSCHE 911S 2.0-LITRE 'SWB' COUPÉ

Chassis no. 11800760

Engine no. 4080929

- Desirable 'S' version of the short-wheelbase 911
- Dating from the last year of 'SWB' 911 production
- Matching numbers and colours
- In Belgium since the 1980s
- Desirable colour combination of Tangerine with black interior from new



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991 cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 litres and, in turbo-charged form, put out well over 300 horsepower. The first of countless up-grades came in 1966 with the introduction of the 911S for the 1967 model year. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. Thicker, ventilated disc brakes were fitted to the 'S' and there were also improvements to the interior, including a leather-rimmed steering wheel.

Over the past 40 years few sports cars have proved as versatile as Porsche's perennial 911, a model that has proved equally capable as a Grand Tourer, circuit racer or rally car.



Success in the latter role came only a few years after its introduction, when works driver Vic Elford became European Rally Champion in 1967. In the modern era the 911 has established itself as one of the most popular and successful cars in historic rallying worldwide.

The Porsche 911S offered here, chassis number '11800760', is one of the last of the early short-wheelbase type much favoured by the historic rallying fraternity, a situation that has led to unmodified examples such as this one becoming a great rarity and consequently much in demand.

Finished in arguably the best colour combination of Tangerine with black leatherette interior, this Porsche 911 was delivered new to Italy on 1st June 1968, and is instantly recognisable as an Italy-delivered car by virtue of its special indicators, which were only fitted for the Italian market. This car was also equipped from new with the desirable five-speed gearbox option.

In February 1987, the car moved to Brussels, Belgium with Mr Pietro De Rosa, who kept it until recently. Unusually, this car retains its original Belgian registration papers dating from 1987, which are still current. Some mechanical refurbishment was carried out in 2016, while the carburetors were professionally overhauled only a few months ago. Recently the underbody and sills benefited from extensive work to make excellent again. An older restoration, this car retains its original interior and can be described as in lovely condition, 'on the button' and ready to go.

Accompanying documentation consists of a Porsche Certificate of Authenticity; Certificate of Conformity issued by D'Ieteren in 1987 when the car came to Belgium; old Contrôle Technique dated 1987; invoices for recent works and parts; compression test; and a Classic Data report confirming the car's condition and estimated value of €175,000 in 2016.
€120,000 - 160,000
No Reserve



1993 PORSCHE 964 TURBO 3.6-LITRE 'SUNROOF' COUPÉ

Chassis no. WPOZZZ962P5470303

- Most powerful model in the 964 range
- Delivered new to France
- Factory sunroof
- Circa 62,400 kilometres from new
- Long-term private Belgian ownership



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

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 250km/h. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 62km/h in 14 seconds.

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

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

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964's chassis and suspension. Face-lifted but retaining that familiar shape, the Carreras had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. Although the normally aspirated duo shared the same 3.6-litre, 247bhp, flat-six engine, the Turbo initially kept its existing 3.3-litre unit, which now developed 320bhp.



Power-assisted steering (another 911 'first'), anti-lock brakes, and a five-speed manual transmission were standard, with the Tiptronic auto 'box a Carrera 2-only option. In October 1992 the Turbo received the 3.6-litre M64/50 engine, which in 'blown' form now produced a mighty 360bhp. Along with the raised maximum power output came a welcome increase in torque, addressing the 3.3-litre car's lack of off-boost acceleration. One of the most expensive models in the Porsche range, the 3.6-litre Turbo was produced in limited numbers, only some 1,400-or-so being completed out of a total Type 964 production run of more than 62,000 units.

Representing the Type 964 in its ultimate incarnation, this 3.6-litre Turbo was delivered new in France via Porsche Marceau Automobiles, Paris 16. The car is finished in Midnight Blue Metallic with matching interior, and comes equipped with a sunroof and Sony CD audio system. A previous owner, Mr Wim Decock, bought the Porsche in the mid-1990s, having heard about a little-used 3.6-litre Turbo offered for sale.

The car had fewer than 3,000 kilometres recorded at that time so he decided to buy it on the spot. Mr Decock enjoyed the Porsche for the next ten or so years before selling it in 2005 to Mr Daniel Daspart with circa 24,000 kilometres recorded (see document on file). Mr Daspart competed with the Turbo in the 'Le Touquet Paris-Plage' rally in 2009, 2011, and 2013. In the latter year the Turbo was featured in 'Flat 6' magazine (No. 273, November edition).

The current vendor acquired the Porsche in May 2017, since when it has not been used but nevertheless has benefited from mechanical refurbishment carried out recently by the official Porsche Centre Brussels following the well-known marque 111-point check (see check report and bill for over €7,000 on file). Mechanically in top condition and currently displaying a total of circa 62,400 kilometres on the odometer, the car is offered with its instruction manual, service book, Sony CD manual, and Belgian Carte Grise, and comes complete with tool kit and spare wheel. In addition, there are invoices on file from ATS Porsche in Nivelles, Belgium and Kronos Porsche centre in Gembloux, Belgium.
€150,000 - 180,000
No Reserve



31

1975 PORSCHE 911 CARRERA 2.7-LITRE 'MFI' COUPÉ

Chassis no. 9115600366
Engine no. 6650509

- *Direct successor of the ultimate 2.7 Carrera RS, using the same 210 bhp Carrera engine*
- *A mere 100kg more on the scales than the 2.7 Carrera RS 'M472'*
- *Matching numbers and colours*
- *Freshly restored to a high standard*
- *With its first owner for nearly 20 years*
- *Only a handful of registered owners from new*
- *Freshly restored to concours standards*



The legendary Porsche 911 Carrera RS resulted from the Zuffenhausen factory's realisation that the excess weight of its top-of-the-range 2.4-litre 911S production model restricted its development potential for racing. It was therefore decided to produce and homologate a special lightweight production variant for competition purposes, which would also incorporate, as standard, specific performance enhancements forbidden as post-production modifications. The result was the Carrera RS (RennSport) of 1972, which featured thinner-gauge metal in its doors, roof, boot lid, floors and even in the gearchange platform. Thinner window glass was provided by Glaverbel and most of the standard sound proofing was removed, while performance modifications included enlarged rear wheel arches to accommodate 7" wide wheel rims, the first of the famous 'duck's tail' spoilers, and the newly enlarged, 2.7-litre, 210bhp engine.

These alterations resulted in the RS having a top speed of around 150mph while ensuring that it remained stable and controllable right up to the limit. The homologation regulations required that cars had to be built to the lightweight, racing specification; customers wishing to purchase a Carrera RS for the road had to specify the Touring package (order number '472') which cost an extra DM 2,500 (£430) and offered the greater comfort of the 911S's trimmed and upholstered interior.





When the homologation targets had been met, the lightweight RS was discontinued but the Carrera name continued on Porsche's top-of-the-range model, which in its new, series-production form mounted the 210bhp engine in a full-weight, fully trimmed bodyshell; the tail spoiler was an option. Porsche had first used Bosch's K-Jetronic mechanical fuel injection ('MFI') on 911T models destined for the USA, and this cleaner-running system was adopted for the 2.7-litre cars in 1974. As well as reducing emissions, the Bosch injection made the engine more flexible, with better power delivery at low revs.

This Porsche 911 Carrera was delivered new to Barcelona, Spain in March 1975 finished in Grand Prix White with dark red leatherette interior, and left the factory equipped with the following options: tinted windows; rear window with anti-fog system; engine compartment light; and rear fog light. The car was first registered in September 1975 in Barcelona by its first owner, Antonio Giminez Rodriguez, who kept it until 1993, nearly 20 years. It was then sold to Mr Jose Luis Brandes Calvo from Zaragoza. The Carrera stayed in Spain until 2012 and then went to Belgium where it was registered in March 2012. It was last registered in Belgium in February 2014 by Mr Pierre Mélotte.

Although it still presented beautifully, in 2016 the current owner decided to re-spray the car completely from bare metal to the highest standard because of a minor crack in the front left wing paintwork and the fact that the paintwork generally was beginning to show signs of age (invoices on file).

At the same time the engine, which had only minor oil leaks, was removed for a complete overhaul; the owner, being a perfectionist, wanted his car to be 100%!

Service records track the odometer readings from February 1993 at 99,614 kilometres to April 2016 at 56,246 kilometres (actually 156,246 kilometres from new). Additional documentation consists of old Spanish registration papers showing technical inspections from 2000-2011; technical inspection 2014; Porsche Certificate of Authenticity; Porsche 111-point check carried out in 2016; Belgian registration papers; and a Classic Data report confirming the car's condition (before restoration) and its estimated value in 2016 of €190,000. The car also comes with its original pouch with instruction manuals and service booklet; spare key; and the original spare wheel.

Retaining its original dark red interior, beautifully preserved, this Carrera is described by the vendor as in generally excellent condition, ready to enjoy. We have had the pleasure of test-driving the car and can confirm that it performed flawlessly, with a very responsive throttle. This car is worthy of a place in any important collection as direct successor or 'little brother' of the Carrera RS at less than half the price.

€120,000 - 160,000

No Reserve



32

Offered by Alpine Cars with delivery mileage

2018 ALPINE A110 'PREMIÈRE EDITION' COUPÉ

Chassis no. VFAAEFD0060566900

Plaque no. 0001

- *Modern revival of an iconic French sports car*
- *Number 1 of 1,955 built*
- *Fully loaded 'Première Edition' model*
- *Semi-automatic dual-clutch transmission*



One of the most illustrious names in French motor sporting history was revived after a 20-plus years hiatus with the introduction the all-new Alpine A110 at the Geneva International Motor Show in March 2017.

Alpine was the brainchild of Dieppe garagiste's son, Jean Redele, who began in the early 1950s by developing a competition version of the popular little Renault 4CV, which won its class in the Mille Miglia three years running

From this he developed the first Alpine - the A106 with Renault 4CV running gear and streamlined glassfibre coupé bodywork - which was presented to Régie Renault in July 1955. This 747cc Renault 4CV-based machine set the trend for a range of sports cars culminating in the A610 of the 1990s. Glassfibre bodies and rear-mounted production engines remained a common theme for 40 years. Up-rated in 1956 with the new Dauphine engine, the A106 also established the company's competition heritage with a class-winning performance in the 1956 Mille Miglia.

By 1958, Redele was using a sophisticated tubular steel chassis, and in 1961 he introduced the A108 Berlinette Tour de France which featured a tubular backbone frame, double wishbone front suspension, and a Renault Dauphine swing-axle set-up at the rear. It was developed into a potent - and often unbeatable - rally car, using a variety of Renault power units.

For 1962, Alpine launched the classic A110 Berlinette, which became the mainspring of production. Produced from 1962 through to 1977, this charismatic sports two-seater rivalled the Porsche 911 for performance while being even more exclusive: the hand-built Alpines left the factory at the rate of only 10 per week in the late 1960s/early 1970s.





Its rearward weight bias gave the A110 outstanding cornering characteristics for rallying. In 1969, A110s finished 1st, 2nd, 3rd in the Coupe des Alpes and came 3rd in the Monte Carlo Rally. The following year, Alpine again came 3rd in the Monte and won the Acropolis and Tour de Corse rallies. Works driver Jean-Claude Andruet became European Rally Champion. By 1971, the marque's competition record had endeared Alpine to Renault to such an extent that they were appointed as its official competition wing. More successes followed in 1971, '72 and '73, including two Monte Carlo Rally victories and the first World Rally Championship for Makes. In 1973, Renault acquired Alpine outright.

Unlike its forebears, the new Alpine A110 is a mid-engined design, albeit one that recalls the elegant yet purposeful looks of its famous namesake: a 'perfectly executed retro design' according to Autocar. The all-aluminium A110 is powered by a transversely-mounted 1.8-litre turbocharged four-cylinder engine, which delivers its 252PS via a seven-speed Getrag dual-clutch gearbox.

Equally impressive is the torque figure, the maximum of 236lb/ft being delivered all the way from 2,000 to 5,000rpm, which in a car weighing only some 1,103kg makes for neck-snapping acceleration, 100km/h coming up in a mere 4.5 seconds. Top speed is an electronically limited 250km/h (155mph). Other noteworthy chassis features include a flat floor, active rear diffuser, and double unequal-length wishbone suspension front and rear.

Offered for sale directly by the Alpine factory, the 'fully loaded' Première Edition model offered here is plaque numbered '0001' (out of 1,955 built). All the 1,955 units have been snapped up since Alpine began accepting pre-orders in December 2016. Delivered new in May 2018, '0001' is finished in evocative Alpine Blue and features 18" matt black alloy wheels; Brembo brakes; sports exhaust; Sabelt single-hull seats with blue stitching; brushed aluminium pedals; Focal audio system; tricolour badges; and a choice of three driving modes.

€60,000 - 80,000
No Reserve



33

**1963 FERRARI 250 GTE 2+2
SERIES III COUPÉ**

Coachwork by Carrozzeria Pininfarina

Chassis no. 4093 GT

Engine no. 4093 GT

- *The first of 300 Series III cars built with desirable overdrive*
- *Delivered new to Jacques Swaters' Garage Francorchamps, Belgium*
- *No-expense-spared restoration in 2005*
- *Electric power steering fitted*
- *Ferrari Classiche Certified, Marcel Massini report on file*





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

Intended to extend Ferrari's appeal to a sector of the market already contested by rivals Aston Martin and Maserati, the 250 GTE 2+2 debuted in the summer of 1960. Ferrari's first four-seater, the 250 GTE 2+2 was directly descended from the most commercially successful Ferrari of its day, the 250 GT. Launched in 1954, the latter featured a lighter and more-compact Colombo-designed 3.0-litre V12 in place of its Europa predecessor's Lampredi unit.

The 250 GT 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 250 GTE enjoyed from the start of production in 1960.

Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting demeanour and the master stylist succeeded brilliantly with the GTE. By moving the engine, gearbox and steering gear forward and the fuel tank back, sufficient room was created for two occasional rear seats within the 250 GT's 2,600mm wheelbase. The Tipo 128E outside-plug engine's 240bhp ensured that there was no reduction in performance despite the inevitable gain in weight.





A popular and highly profitable car for Ferrari, the 250 GTE evolved through three series, changes being mainly confined to the dashboard layout and exterior lighting arrangements, remaining in production until 1963.

Bodied by Carrozzeria Pininfarina, '4093 GT' is the first of the sought after 300 Series III cars completed out of a total production run of 954 units, and was fitted from new with the desirable overdrive gearbox. In January 1963, this particular car was used to illustrate a revision in the 250 GTE's homologation papers, which shows the fog lamps in the front wings and the one-piece taillights. Later that same month the Ferrari was delivered new to Jacques Swaters' celebrated Garage Francorchamps in Brussels, Belgium and sold to its first owner.

Subsequently, the car was sold to a new owner in Switzerland, Eduard Nievergelt, who showed it at Ferrari's 50th Anniversary celebrations at Maranello and Rome. Mr Nievergelt also drove the car to the Ferrari Owners' Club Switzerland's Annual Meeting at Weggis-Lucerne, Switzerland in June 2002. Sold by Mr Nievergelt, '4093 GT' was then treated to a full, body off, 'last nut and bolt' restoration by Touring Cars, Switzerland, the works being completed in 2005.

Belonging to the current owner for the last six years, the car is offered from his very well maintained private collection of Ferraris. Maintenance invoices issued 2012-2016 by L'Officina, Brussels totalling approximately €24,000 are on file. Presented in beautiful condition, this matching numbers 250 GTE is offered with tool kit, a Massini Report, and the all-important Ferrari Classiche certification.
€330,000 - 400,000





34

Mille Miglia participant in 1948

1948 FIAT SIATA CORSA 750

Coachwork by Bertolini

Chassis no. 72001-48

- Ultra-rare Italian sports-racer
- Ex-Giuseppe Gilera (GILERA Motorcycles)
- Matching numbers
- Professionally restored in Italy by KCA
- Guaranteed entry into the Mille Miglia Storica



01



03



02

01
'72001-48' during the Coppa Delle Dolomiti, 1948

02
'72001-48' during the Mille Miglia, 1948

03
'72001-48' at the start of Parma - Berceto, 1950





Based on a FIAT Topolino and powered by a SIATA engine, the car offered here was built in 1948 by a Mr Bertolini, proprietor of a garage and body shop in Parma that made several small competition cars during the post-war period (see the book *Le Sport* by Curami). Needless to say, much more is known about SIATA than Mr Bertolini.

Founded in 1926 in Turin, Italy by Giorgio Ambrosini, SIATA (Societa Italiana Auto Trasformazioni Accessori) began life as a tuning firm specialising in the modification of FIATs. When the company, now renamed SIATA Auto Spa, eventually introduced its first production car in 1949, FIAT components, in this case sourced from the Topolino, were the logical choice for the new Amica cabriolet. During the 1950s and on into the '60s, a variety of US engines including Crosley, Ford, and Chrysler V8s was adopted in addition to FIAT's home-grown motors.

SIATA was active in racing from its earliest days, and a Daina Gran Sport driven by Dick Irish and Bob Fergus won its class in the inaugural Sebring 12 Hours race of 1952, finishing 3rd overall ahead of many larger-engined cars. The nimble handling of these cars was highly regarded in the USA, where many were modified to accept larger engines. SIATA was also a regular competitor in the famed Mille Miglia race in Italy.

From arguably the most evocative period of post-war sports car racing, this particular car was made in 1948 starting from a FIAT Topolino chassis frame that was modified with additional tubular reinforcement. The engine is a SIATA 750 Type B fitted with Weber carburetors DR32, aluminium oil sump and inclined exhaust.

The car was sold to Mr Musa, a gentleman driver from Parma, and entered in the 1948 Mille Miglia, Mr Musa's co-driver being one E Maestri. They hit trouble during the race and did not finish. Later in 1948 the car was given to Mr Giuseppe Gilera, founder of the eponymous motorcycle company. Mr Gilera raced the car in the 1948 Coppa delle Dolomiti, and in 1950 it participated in several races including the Parma-Berceto. On the Italian registration documents we can trace changes of ownership in 1968, 1985 and 2012.

It was around that time that this SIATA was completely restored by the famous KCA workshop in Milan, the engine being rebuilt by the renowned specialist, Facetti. The restoration was finished in 2013. Guaranteed entry into the Mille Miglia Storica, this charming little Italian sports car comes with continuous history since 1948 and a large book of photos and original documents including copies its old Italian registration papers.

€250,000 - 300,000



Delivered new via Mannes in Brussels

1954 BRISTOL 404 SPORTS COUPÉ

Chassis no. 404/2030

- One of only six left-hand drive cars out of 52 produced
- Fitted with the highly desirable and ultimate Bristol D2 engine
- Known history and well documented

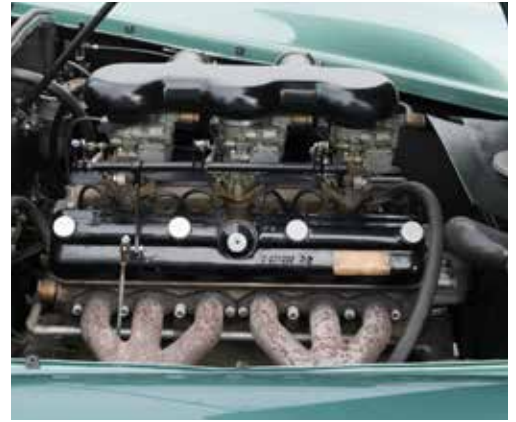


Imitation is said to be the sincerest form of flattery; nevertheless it seems unlikely that BMW's engineers felt particularly gratified when the Bristol Car Company obtained the rights to their automotive designs as part of Germany's post-WW2 reparations. Thus it came about that the Bristol 400, which commenced production in 1947, was effectively a synthesis of three pre-war BMW designs, with a chassis derived from that of the 326, an engine from the 328 sports car, and an aerodynamic bodyshell similar to that of the 327 coupé. But Bristol did more than simply copy the work of its German counterparts; the application of aviation industry standards to its manufacture resulted in a car more refined and considerably better constructed than its Teutonic forbears.

With the 1953 introduction of the short-wheelbase 404 coupé, the Bristol line at last lost its resemblance to the pre-war BMW, swapping that distinctive two-piece radiator grille for an equally unmistakable, aeronautically inspired air intake. The body was still an ash-framed, aluminium-alloy panelled structure, but the bonnet was now forward-hinging and for the first time the spare wheel was accommodated in the near-side front wing. Bristol continued to use the BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves, and this was available in either 105bhp or 125bhp form in the 404. The gearbox remained a manual four-speed unit with first-gear freewheel.

Famously dubbed the 'Businessman's Express', the 404 excelled at providing high-speed travel in comfort -the very definition of 'Gran Turismo'. The car's aircraft-industry standard of construction did not come cheap however, and only 52 examples found customers between 1953 and 1955.

Its accompanying Bristol Heritage Certificate confirms that this 404 was supplied new on 15th October 1954 to Mr Remy Mannes, the then Bristol dealer in Brussels, Belgium. The car was supplied in left-hand drive configuration for Europe with a rare km/h speedometer, green leather interior, and European dipping, all of which it retains today. The engine number quoted on the certificate is '100B/3534', whereas today a more desirable and later type B2 engine ('100B2/4070') is fitted. The car's original exterior colour is listed as black. Mannes had ordered this 404 for a client from Antwerp. Related documents on file include a copy of the original order from Établissements Remy Mannes to 'The Bristol Aeroplane Company Limited'; a copy of the sales invoice; copies of all transport papers; and some hand-written notes.



In July 1968, the Bristol returned to the UK having been purchased by one Michael Beardmore, and was registered in the UK with the number 'LGU 200', which it still carries today. The car was sold again in the early 1970s to a Mr Bradburn, who sold it and bought it back again in 1982 (see correspondence on file dated 1982). While in his ownership, 'LGU 200' was featured in an article in *Thoroughbred & Classic Cars*' June 1983 edition (article on file).

The Bristol moved to Oslo, Norway in 1985 (old title on file), returning to the UK in 1989. The previous owner registered the car in 1989 and the last owner in 2008. Today, 'LGU 200' is presented in lovely condition, with its believed original and well-preserved interior possessing a beautiful patina.

In addition to that mentioned above, accompanying documentation consists of a UK V5 Registration Certificate dated 2008; a printout of the Bristol Owners Club's record for this car; a quantity of old MOT certificates; sundry invoices for work carried out; an original instruction manual; and a magazine featuring the Bristol 404 model.

€230,000 - 260,000



36

Ex-Maurizio Tabucchi

1956 ELVA MK1/B SPORTS RACER

Chassis no. 100/B/25

Engine no. FWA 7065

- *One of only a handful of survivors of an estimated 14 built*
- *Believed to be the very last one produced*
- *Retains its original Coventry Climax engine*
- *Restored to original specification*
- *Long-term private ownership*
- *Comes with Italian registration papers*



Believed chassis no. 100/B/25 (right), next to the first prototype Mk2 in front of the Elva Factory, 1956



Designed by Frank Nichols, Elva sports racers enjoyed considerable success during the 1950s and 1960s on both sides of the Atlantic. A Kentish garage owner, Nichols had commissioned a Ford-engined special with which to go racing and the result - the CSM, first seen in 1954 - was a near copy of the Lotus VI. Its name standing for 'Chapman Sports Motors', the CSM had a multi-tubular chassis built by Michael Chapman of Western Light Engineering, Hastings. Ford running gear was used, the front beam axle being split to produce independent swing axles suspended on coil springs, the latter also used on the live rear axle, while the engine was Ford's ubiquitous 1,172cc sidevalve unit so beloved of specials builders and small independent manufacturers. The simple two-seater body featured cycle wings at the front and integral wings at the rear.

Nichols put his next creation into production under the name Elva (from the French, elle va - she goes). The Elva featured a simple, light and rigid tubular chassis while major departures from the CSM were the Standard Ten-based front suspension of wishbones and coil springs, and the engine, which was fitted with an overhead-valve conversion designed by Nichols' mechanic, Mac Witts. A live axle was retained at the rear, located by a Panhard rod and trailing links.

The success of this first Elva led to a demand for chassis kits (customers had to supply their own engine, gearbox, and body). Driven by the likes of Les Leston, Peter Gammon, and Robbie Mackenzie Low, the Elvas proved to be very competitive in UK club racing.

After six Mk1 cars had been built, the Elva became available for 1956 in Mk1/B form with a streamlined two-seater body (built in glassfibre by Falcon Shells, an offshoot of Ashley Laminates) and the 1,098cc Coventry Climax FWA racing engine. Although glassfibre would become almost universal for this kind of low-volume production, its use by Elva at this time was nothing less than pioneering. The other major change made on the Mk1/B was the adoption of Elva's own independent wishbone/coil spring front suspension.

Elva always had a stronger reputation in America than in Europe because the company's founder, Frank Nichols, said he was in the business of selling cars not racing them. In Europe it was a case of private Elvas against works cars from the likes of Lotus, whereas in America, SCCA racing gave Elva a level playing field and its sports cars were immensely successful there.



This particular Elva Mk1/B was produced early in 1956 as one of the very last Mk1b's and retains its original Coventry Climax engine. The chassis number's 'B' suffix indicates that the car was equipped with a Coventry Climax engine and the new Elva front suspension. '100/B/25' was immediately shipped to Mr Bill Tannhauser in Milwaukee, USA. Over the years, the Elva passed through the hands of various other enthusiasts (details available) who raced it extensively at venues such as Elkhart Lake, Blackhawk, Road America, and other circuits.

Finally, in 2003, the car was acquired by Mr Maurizio Tabucchi, an acknowledged expert in the conservation and restoration of historic cars. A journalist and scholar specialising in automotive history, Maurizio Tabucchi joined the ASI (Automotoclub Storico Italiano) in 1975, rising through the organisation's ranks to become President of its Technical Commission, a post he held until 2005. From 2003 to 2005 he served as Vice President of the FIVA International Technical Commission, and was also the President of the Italian Alfa Romeo Register and head of its Technical Commission for 30 years. He is also the author of several acclaimed books on Alfa Romeo.

Having shipped the Elva back to Europe, Mr Tabucchi then undertook a complete restoration of the mechanicals and body taking the utmost care to maintain this unique car's originality. The current vendor was able to buy the Elva following Mr Tabucchi's recent death.

A comprehensive file accompanies the car, detailing the ownership history and containing various items of memorabilia. The Elva also comes with FIVA ID and an ASI Gold Certificate for its originality. The ASI certificate acknowledges that the car is equipped with twin Weber 40DCOE carburetors (a correct in-period upgrade) mounted on an original Derrington inlet manifold instead of the SU carburetors that were fitted as standard on Coventry Climax engines. The car was legally registered in Italy for road use and comes with Italian registration papers.

This Elva Mk1/B is an extremely rare find (one of an estimated 14 ever built) and probably the most original in existence today. We are advised by the vendor that it drives and handles very well and has a comfortable driving position, even for taller persons. This 1,098cc car is also very fast for one built in 1956 (claimed 0-100km/h in around 8.9 seconds), boasts stunning looks, and is ready to drive and enjoy.

Thanks to Elva's significant racing heritage, this car would be a welcome guest at major historic motor sports events.

€140,000 - 220,000
No Reserve





37

1930 DERBY K4 1.8-LITRE COURSE

Chassis no. 124
Engine no. 20865

- Rare six-cylinder Derby sports car
- Delightful sporting coachwork
- Believed delivered new to Italy
- An older restoration showing lovely patina





A relatively short-lived make, in existence from 1921 to 1936, Derby was the name given to its cars by Étis B Montet based at Courbevoie, France. Founded in 1912, the company was engaged in general engineering at first and after WWI began dealing in war surplus Harley-Davidson motorcycles. A Harley-Davidson v-twin engine was used to power the first Derby automobile, a lightweight cyclecar. Within a couple of seasons the H-D engine cyclecar had gone, replaced by larger models powered by Chapuis-Dornier four-cylinder engines. SCAP and Ruby engines were used also as the Derby range expanded still further, and then in October 1928 at the Salon de l'Automobile in Paris, the company released its first six-cylinder car, powered by a CIME sidevalve engine. Derby's first CIME-powered sixes were of 1.2 and 1.3 litres capacity, increasing to 1.6 and 1.8 litres within the next few years. Derbys of this period were extremely handsome, with many carrying low-slung sports or racing bodies.

The brand was widely known abroad, being built under license between 1924 and 1926 in Italy where it was marketed as the Fadini, and sold in the UK as the Vernon-Derby from 1927 to 1930. Following founder Bertrand Montet's death in 1928, Derby passed into the control of British investors.

This change of ownership did not bode well, as the firm pressed ahead with an ambitious V8-powered front-wheel-drive model at a time of economic recession. Very few of the V8s were made and the firm eventually closed its doors in 1936 having made some very attractive sporting models but seldom more than a few hundred cars each year.

Offered here is a rare Derby K4 with 1.8-litre six-cylinder CIME engine, four-speed gearbox, two-seater coachwork, and a short wheelbase of 2.70 metres, which makes for a very sporting drive. Like the greater part of the Derbys of the period, this K4 is believed to have been delivered new to Italy where it was found in a collection in the early 1960s (see photograph on file). The Derby probably spent most of its life in Italy before ending up in 2015 in France where it resides today. The car has been partially restored over the years, but the vendor advises us that it remains largely original and is in very good condition. Accompanying documentation consists of an old ASI document (dated 1991); a few invoices; French Carte Grise; and the aforementioned period photograph of the car in Italy. A unique opportunity to own an ultra-rare six-cylinder French sports car from the late Vintage period.

€115,000 - 135,000



38

Rare and desirable

1955 PORSCHE 356 PRE-A SPEEDSTER 1600

Chassis no. 80990

Engine no. 60070

- One of the very rare Pre-A series with a 1,600cc engine from new
- Recent complete engine overhaul
- Matching numbers
- Eligible for the Mille Miglia, Zoute Grand Prix, etc





Although conceived as a no-frills, cut-price, entry-level model for the United States market, the iconic Speedster is today one of the most highly valued and sought after of Porsches.

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

Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupe at its old base in Stuttgart. The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

Constant development saw the 356's engine enlarged first to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. A cabriolet followed hot on the heels of the original 356 coupé, and then in 1952 a trial batch of 15 America Roadsters was constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a 'cut-price' entry-level model. The Roadsters' successful reception in the USA led to the introduction of the Speedster model in 1954.

The Speedster's inspiration is also credited to John Von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built coupé in the late 1940s to create a lightweight competition car. Explaining such a car's appeal Neumann once said: 'Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow over the door and the girls can see them in the car.' Plus ça change...





Instantly recognisable by virtue of its low, wraparound - as opposed to V-shaped - windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats - all of which served to emphasise its sporting image - the Speedster was, in effect, an 'economy' model intended to compete with the cheaper British sports cars. The Speedster was powered initially by the 1.5-litre version of Porsche's horizontally opposed four, gaining the new 1.6-litre, 60bhp engine with the introduction of the improved 356A in 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.

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

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

The example offered here was delivered new via Porsche importer Max Hoffman in New York for the United States market. It is a very rare late Pre-A model, delivered new with the 1,600cc engine that would be standardised on the 356A. It was delivered in October 1955, just before the introduction of the 356A, and was fitted with engine number '60070', indeed the 70th 1,600cc Porsche engine built. The Speedster was delivered new in red (it still is) with black leatherette interior - a classic choice for US customers. Unfortunately, the car's early history is unknown. Subsequently the Speedster moved to Italy where it has been for many years. It underwent a complete restoration a while ago, and it is believed that it was at that time that the interior was re-trimmed in beige.



The engine and mechanicals were overhauled that time. Thus this Speedster still retains its original matching-numbers engine. Recently the Porsche moved to Belgium where the engine '60461' was completely overhauled again only a few months ago to make sure the car is in excellent mechanical condition, a new clutch and flywheel being installed at the same time as well as a new soft-top (beige).

Accompanying paperwork consists of a copy of the original factory specification sheet; an ASI document; photographs of the engine rebuild; and Italian registration papers. Also included is the toolkit. This historically important late Pre-A Speedster 1600 is ready for its next adventure on one of the numerous events it is eligible for, including, of course, the Zoute Grand Prix and the incomparable Mille Miglia. An opportunity not to be missed.

€350,000 - 450,000

No Reserve



39

1969 JAGUAR E-TYPE SERIES 2 ROADSTER

Chassis no. 1R 11816

- *Delivered new to the USA*
- *Original Left-hand drive*
- *Extensively restored in 2010 and 2015*
- *Converted to European engine specification*





The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

Beneath the bonnet the familiar XK engine now boasted ribbed cam covers and, on cars destined for North America, twin Stromberg carburettors, replacing the previous triple SUs that remained standard on those supplied to other markets. The adoption of the Strombergs, together with their associated inlet plumbing and a new Lucas ignition distributor, enabled the E-Type to meet the emissions targets but, inevitably, resulted in a reduction in power.

Performance figures apart, the E-Type remains a delightful car to drive, slow or fast: it is still astonishingly docile, and we were able to take acceleration figures from a mere 10mph in top gear with the 4.2-litre engine turning over lazily at only 460rpm.' Even today there are few cars that can match this effortless performance.

Completed on 4th December 1969, this Series 2 Roadster was despatched to Jaguar's New York distributor on 6th March 1970, and was originally finished in British Racing Green with Cinnamon interior.

The car was cosmetically restored in 2010 and totally rebuilt mechanically in 2015 when the engine was converted to European engine specification, complete with triple SU carburettors and a six-branch exhaust manifold. We are advised that the car has a very straight and solid body, with no rust, and good paintwork and chrome, while the tyres and chromed wire wheels have recently been renewed

Finished in Carmen Red with black interior and matching hood, this E-Type is described by the vendor as a driver's car, not a 'Show Queen', and one of the nicest he has had the pleasure to drive; indeed, he states that he would willingly drive it anywhere. Accompanying documentation consist of a Jaguar Heritage Trust Certificate, UK MoT to March 2019, and a UK Registration Certificate. **€70,000 - 90,000**



40

Ex-Cassius Clay (Muhammad Ali)

**1970 ROLLS-ROYCE
SILVER SHADOW CONVERTIBLE**

Coachwork by H J Mulliner, Park Ward

Chassis no. DRX 9108

- One of only 272 left-hand drive Convertibles
- Owned by Cassius Clay (Muhammad Ali) for its first six years
- Never fully restored



Offered here is a significant piece of sporting and motoring history in the form of a 1970 Rolls-Royce Silver Shadow Convertible, originally owned by boxing legend, Cassius Clay (later Muhammad Ali). Voted 'Sportsman of the Century', Ali is the only three-time lineal Heavyweight Champion and has been ranked the greatest heavyweight boxer of all time.

This sporting hero was still known as Cassius Clay when he bought the Rolls-Royce new in New Jersey in December 1970, possibly in celebration of having regained his boxing license, which had been taken away when he refused to be drafted into the United States military during the Vietnam War, citing religious principles. As punishment, he was stripped of both his boxing license and passport for nearly five years.

In August 1970, the City of Atlanta granted Ali a license and in 1974 he took part in arguably the most famous boxing match of all time, 'The Rumble in the Jungle' in which he knocked out the hitherto undefeated World Heavyweight Champion George Foreman just before the end of the eighth round. Ali's fights regularly drew record audiences, including 1 billion television viewers for 'The 'Rumble in the Jungle' and 'Thrilla in Manila', and 2 billion for 'Spinks vs Ali' in 1978.

Ali was a known Rolls-Royce enthusiast - he owned many during his life - and the prospect of owning its most expensive top-of-the-range model - the Silver Shadow Convertible - must have been irresistible. With the Silver Shadow's introduction, Rolls-Royce switched to unitary construction for the chassis/body, which meant that by the mid-1960s the market for traditional coachbuilt automobiles had been severely curtailed. Of the many hundreds of firms trading pre-war, just two - James Young and the now combined firm of H J Mulliner, Park Ward Ltd - were left to meet the demand for a coachbuilt Rolls-Royce or Bentley, though these might be more accurately termed conversions rather than 100 percent bespoke creations.

Recalling its glamorous Grandes Routières of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder H J Mulliner, Park Ward - were limited to just two: a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year.





Muhammad Ali and Diana Ross next to the Rolls-Royce outside Caesars Palace in Las Vegas before his fight against Joe Bugner, 14 February 1973. © Getty Images



The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide, and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible.

This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

This Silver Shadow Convertible was owned by Ali for some six years, passing to a second owner in the USA in 1976. The car has since found its way to Europe before being purchased by the current owner, an enthusiast in Holland.

The car has never been completely restored; even the rare optional headrests (as can be seen on the archive photo) are still in place and it still retains most of the original interior, but the latter has had a colour change. The current owner has tried to keep the car original, especially the interior, while making substantial improvements.

Accompanying documentation includes copies of the original Car Specification sheet and Warranty Acknowledgement; a copy of Clay's Temporary Drivers License; Netherlands registration papers; a photo book and a copy of the photograph taken of Muhammad Ali and his close friend Diana Ross with the Rolls-Royce outside Caesar's Palace, Las Vegas before Ali's fight with Joe Bugner in February 1973.

Described by the vendor as in very good condition mechanically, this rare and exclusive Rolls-Royce Silver Shadow Convertible represents a possibly once-in-a-lifetime opportunity to own not only an impressive motor car but a piece of history originally belonging to one of the world's greatest ever sportsmen.

€40,000 - 60,000
No Reserve

1962 ASTON MARTIN DB4 'SERIES V' VANTAGE SPORTS SALOON

Chassis no. DB4/1133/L

Engine no. 370/1111/SS

- One of only 17 original left-hand drive models
- One of very few with covered headlights
- Fully matching numbers
- Special Series (Vantage) engine from new
- James Bond's first movie Aston Martin
- Recent concours-standard restoration



'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.

Classically proportioned and instantly recognisable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. 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 which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed at Lagonda under the auspices of W O Bentley.

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.'

First seen at Le Mans the previous year in the DBR2, the 3.7-litre, six-cylinder, double-overhead camshaft engine was the work of Tadek Marek, formerly with Austin, while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's *Superleggera* body construction.



The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

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 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. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburettors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit. Almost all DB4 Vantages were built with the faired-in headlights of the DB4GT, including the car offered here.





The DB4 Series V Vantage is one of the rarest and most desirable of the DB range with only some 50 cars built in this final incarnation of the DB4. Indeed, the original 'James Bond' car used in the filming of 'Goldfinger' was a DB4 Series V, as they look virtually identical to the DB5 which at that time was not quite ready.

The gorgeous Aston Martin DB4 Series V Vantage offered here was delivered new to Sausalito, California and has spent the majority of its life in the dry Californian climate. The accompanying copy order form tells us that the purchaser was one Robert L Raphael of 166 Crescent Avenue, Sausalito, and lists the following items of non-standard equipment:

- Vantage Spec (sic)
- 3.54 rear axle ratio
- Chrome wheels
- Rear speaker & wing aerial only
- Sundym glass to screen, door windows & ¼ lights
- 2 wing fuel tanks

Chassis number 'DB4/1133/L' is one of a mere 17 original left-hand drive cars produced, of which fewer than half left the factory with covered headlights. The Aston benefits from a recent five-year (2010-2015) concours standard restoration carried out by Kevin Kaye, which was followed by six months further work at the world-renowned marque specialist, R S Williams. Originally black with red interior, the car been refinished and re-trimmed in striking all-black livery. Photographs and sundry invoices relating to the restoration are on file together with an Aston Martin Certificate of Origin, BMIHT Certificate, and a UK V5 registration document.

Boasting fully matching numbers, '1133/L' represents a wonderful opportunity to acquire a concours-standard example of this ultra-rare and most sought-after Aston Martin model.
€950,000 - 1,250,000





Ex-Paul Frère, 1960 24-Hours of Le Mans winner

1950 FIAT 500C 'TOPOLINO' GIARDINIERA WOODY

Chassis no. 218789

- Delivered new in Italy
- Three owners from new
- Restored by FIAT during the 1970s
- Registered in Monaco



Better equipped than many cars twice its size, the FIAT 500 - nicknamed 'Topolino' (mouse) - brought a degree of refinement hitherto unknown to small cars when launched in 1936. Lockheed hydraulic brakes, independent front suspension, and 12-volt electrics were all features, while an engine mounted ahead of the front axle helped maximise cabin space for the two occupants. The 569cc, four-cylinder, sidevalve motor produced a modest 13bhp, but as the Topolino weighed little more than half a ton it could nevertheless manage a respectable 50mph-plus under favourable conditions. For most buyers though, the frugal (up to 50mpg) fuel consumption would have been the major attraction.

Introduced in 1946, the 500B featured a more powerful (16.5bhp) overhead-valve engine that would be carried over to the Topolino's final incarnation, the restyled 500C of 1949, which was the first FIAT model to offer a heating/de-misting system as standard. At the same time as the 500B was introduced, a Giardiniera station wagon (also known as the Belvedere) was added to the range, offering four-seat accommodation as well as increased luggage space. Equipped with the superior overhead-valve engine, these later Topolinos were genuine 100 km/h cars, though no less economical than their predecessors.

This Giardiniera with the rare 'woody' body was bought new by Anna-Maria Guaineri, a resident of Brescia and niece of Count Aymo Maggi, a well-known racing driver during the 1920s and co-founder of the famous Mille Miglia. As it happens, the Guaineris were friends of the family of Paul Frère, the famous Belgian racing driver and motoring journalist who had won the 1960 Le Mans 24 Hours Race sharing a Ferrari with fellow Belgian, Olivier Gendebien. Thus Frère was able to buy the Giardiniera after the death of its owner.

Between 1970 and 1980, the Giardiniera was entirely restored in Turin by the FIAT division responsible for the restoration of its older cars. The cylinders were sleeved, the crankshaft overhauled, the valves replaced, and the entire suspension refurbished. Paul Frère's own description of the car is on file together with period photographs (inspection recommended). The current (third) owner purchased the FIAT from Paul Frère. It is understood that the car has not been driven much since its restoration, probably covering only some 500 kilometres. Presented in full running order, and benefiting from recently renewed brakes, the car is offered with Monaco Carte Grise.

€15,000 - 25,000

No Reserve

*Multiple concours winner***1965 FORD MUSTANG 289CI V8 CONVERTIBLE**

Chassis no. 5F08C397257

- *Twice MCS Grand National winner as best Mustang in the USA*
- *Restored by Potts Restorations, Burlingame, California*
- *Comes with over 30 awards*



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

The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance. Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options, with the result that seldom are two Mustangs identical.

In 1994, Mr John Wilson from Hillsborough, California was looking for an original rust-free, undamaged and all matching numbers Ford Mustang. He found this car in San Francisco and purchased it from the original owner. The Mustang had covered relatively few miles and had not been run for the preceding ten years.

Mr Wilson drove the Mustang for three years, and in 1998 decided to restore it to factory-original show standard, commissioning one of the West Coast's most renowned specialists, Potts Restorations of Burlingame, to carry out the work. Working with Potts, the owner spared no expense in his pursuit of perfection. The Potts team methodically disassembled the Mustang down to the bar bodyshell and carefully worked their way upwards, incorporating all 'new-old-stock' parts. Noteworthy features include automatic transmission, power brakes, power steering, electric hood, radio, 'Pony' wheels, and whitewall tyres.

This car is fully matching and correct in every detail, having been restored to the same state it left the factory in 1965. Completed in 2000, the Mustang was shown widely across the USA for the next few years, winning the 'Best in Show' award at every event entered. For two years in a row, it was the MCS Grand National winner as the best Mustang in the country - the ultimate accolade. Other important awards include: Gold AACA Grand National (2001, 2002); ISCA Best Antique Restored Senior Award (2002); ISCA Eastern Division Class Champion (2003); and Carolina Grand National Gold (2000-2003). Over 30 awards come with the car, which 15 years later is still in effectively 'as new' condition, exactly as it left the factory in 1965. Offered with California Certificate of Title and Netherlands registration papers, this breathtaking Mustang is worthy of the closest inspection.

€50,000 - 80,000
No Reserve



44

Mille Miglia participant in 1954 and 1955

1954 FIAT 1100 TV SPORTS SALOON

Chassis no. 103TV033956

- Guaranteed Mille Miglia entrant
- 115th place overall and 11th in class in 1955
- Restored in Italy 10 years ago
- ASI and FIVA papers



The FIAT 1100 TV on the podium of the Mille Miglia, May 1955





Premiered at the Paris Salon in 1953, the 'TV' (Turismo Veloce) was the higher performance version of the newly introduced FIAT 1100 Berlina (saloon). Introduced at the Geneva Salon earlier that same year, the 1100/103 featured unitary construction of the body/chassis and was powered by an entirely new 1,089cc overhead-valve four-cylinder engine. Saloon and station wagon models were offered. For the Turismo Veloce, power was raised from 36 to 50bhp, giving the TV a top speed of 135km/h. A single spot lamp on the centre of the radiator grille was a distinguishing feature of the TV, which featured additional exterior chrome trim and could be ordered with two-tone paintwork. A trasformabile (convertible) TV was added to the range in 1955, while Carrozzeria Pininfarina had been offered its own two-door coupé on the 1100 TV platform since 1953. The TV was raced extensively by FIAT's more sporting customers, its most prestigious victories including class wins at the Mille Miglia in 1954 and 1955.

The FIAT 1100 TV offered here participated in the Mille Miglia in those two years – 1954 and 1955 – crewed by Ing. Guglielmo Franchi and Raffaello Zanasi. On file is a copy of the car's original Automobile Club d'Italia identity document showing that it was registered new to Guglielmo Franchi in February 1954 with the Bologna registration '64215 BO'. This registration can be seen clearly in accompanying photographs showing the FIAT on the Mille Miglia start ramp in 1954 and 1955.

The history file also contains correspondence from the event's organisers, the Automobile Club Brescia, concerning Ing. Franchi's entries, and the car also comes with Netherlands registration papers and FIVA documents.

Carrying competitor number '121', the FIAT failed to finish the 1954 event but fared better the following year, coming home in 115th place overall and 11th in class out of 534 starters, a highly creditable achievement. Famously, the 1955 Mille Miglia was won by Stirling Moss and Denis Jenkinson's Mercedes-Benz 300 SLR, which had been cooling down for over five hours when the Franchi/Zanasi FIAT crossed the finishing line having averaged a little over 105km/h for the 1,597 kilometres!

From details on the aforementioned ASI document it appears that the FIAT changed hands in 1958, passing to one Aldo Guccini, and it is believed that the car remained in Italy until recently. It was restored and mechanically overhauled 10 years ago, though as is often the case there are no invoices.

Because of its in-period participation, this charming little car is guaranteed acceptance for the Mille Miglia, and is probably the cheapest way of ensuring entry into this most prestigious historic motor sports event. Ready to participate once again in the Mille Miglia, this FIAT 1100 TV is an opportunity not to be missed.

€150,000 - 180,000



11th from last F-model Targa produced

1973 PORSCHE 911E 2.4-LITRE TARGA

Chassis no. 9113211044

Engine no. 6232099

- German delivery and European specifications from new
- Only three owners from new
- Matching numbers and colours
- Concours condition



The first of countless upgrades to Porsches seemingly immortal 911 came in 1966, two years after production had commenced, with the introduction of the 911 S, which featured stylish Fuchs five-spoked alloy wheels and a heavily revised and more powerful engine. Improved handling courtesy of a lengthened wheelbase arrived in 1969 and then in 1970 the 911's air-cooled, flat six engine underwent the first of many enlargements - to 2.2 litres. By this time the models on offer had stabilised at three: the entry-level 911T, middle-ranking 911E and top-of-the-range 911S, all of which were available as either a closed coupé or Targa convertible. With the 2.2-litre engine's arrival, a common type of cylinder head was adopted, the differing power outputs being determined principally by valve timing rather than valve sizes as had been the case hitherto. In 1972 all 911 variants received the 2,341cc (nominally 2.4-litre) unit, which in 'E' specification produced a maximum of 165bhp.

This Porsche 911E was built for the German market and sold new to an American pilot in Munich by Mahag who used it in Germany until his return to the USA, a common enough occurrence at that time.





Delivered in the very attractive colour scheme of blue metallic it retains today, the car is believed to be one of the very last 2.4-Litres built and therefore one of the very last examples of the F-model that by then had been in production for nearly 10 years, since the start of the 911 range. This Targa moved with the first owner to South Carolina where it is believed to have stayed for most of its life before moving to its second owner in Texas. It was in Texas that the current Swedish owner was able to buy the car in 2012. He is only the third owner.

By then the Porsche was in need of restoration, so the current owner commissioned a 'last nut and bolt' rebuild to the highest standards in 2013, which was carried out in Europe. The car was completely disassembled and gone through, the body returned to factory-fresh condition. A lot of attention was paid to panel alignment and welding to maintain absolutely correct specifications. The repaint was meticulous and the car's shut lines are said to be excellent – truly something to admire. Factory procedures were followed in the paint shop so the work would compliment that done at the works 40-plus years ago. In addition, extensive corrosion protection was applied to ensure the body remains in good shape for years.

Mechanical components were restored wherever possible, and any worn parts replaced with new ones. Attention to detail was maintained at all times, and all components and systems work and perform as they should. Overall it took 3,000-plus man-hours to restore the car to the quality it deserves.

Since completion, it has only done some 400 shakedown kilometres. This 2.4 E Targa has been displayed at a couple of events where it has won several concours prizes.. Accompanying documentation consists of a Porsche Certificate of Authenticity confirming the car's original specification (which it still retains today); old US title dated 2002; EU customs document confirming taxes paid; owner's manual; tool kit; and invoices and photographs relating to the recent meticulous restoration. Ready for any concours event, this stunning 911E Targa is worthy of a place in any important Porsche collection

€100,000 - 150,000

No Reserve



46

1951 ALFA ROMEO 6C 2500 SS VILLA D'ESTE COUPÉ

Coachwork by Carrozzeria Touring

Chassis no. 915910

Engine no. SS928321

- One of the rarest and most exclusive of post-war Alfa Romeos
- One of only 36 Villa d'Este models
- Professional complete restoration in the 2000s
- Mille Miglia eligible



'The current Alfa Romeo conceals as beautiful a chassis as ever with four-wheel independent suspension and a six-cylinder twin overhead camshaft un-supercharged engine...' - *The Autocar*, July 11th 1947.

The Alfa Romeo 6C 2500 was the final flowering of a noble line of sports models that had originated in 1925 with the 6C 1500. The latter was the first expression of the genius of designer Vittorio Jano, who had masterminded the Italian firm's meteoric rise to international prominence in the mid-1920s. His P2 and Tipo B Monoposto Grand Prix cars proved virtually unbeatable at premier level in their heyday, while his family of six-cylinder sports-racing cars has passed into the annals of motoring history as the standard-setter of its time.

Jano visualised the 6C 1500 as a fast touring car that would capitalise on the favourable publicity generated by the success of his Grand Prix racers. Intended as 'a small chassis of very high quality... no expense was to be spared in attaining this object', the 6C 1500 was first revealed in prototype form at the Milan Motor Show in April 1925, though production did not begin until 1927. Jano had settled on a six-cylinder model with a capacity of 1,500cc as he believed that its combination of low weight with a high specific power output would result in superlative performance.

These principles would be maintained throughout the 1930s as Alfa's six-cylinder range evolved through 1750, 1900 and 2300 models before arriving at its zenith in 1939 in the form of the 6C 2500. Destined to be the last of the separate-chassis Alfa Romeos, the 2500 was a development of the preceding 2300 and the final Alfa model to be designed by Jano. The engine was, of course, the latest version of Alfa's race-developed double-overhead-camshaft 'six', its 2,443cc displacement having been arrived at by enlarging the bore of the 2300. Owners included King Farouk of Egypt, The Shah of Iran and Prince Rainer of Monaco.

Its Portello factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1946 with, inevitably, a pre-war carry-over, the 6C 2500 in a variety of new guises forming the basis of the Milanese marque's post-war recovery. Styled in-house but strongly influenced by Touring, the five-seater Freccia d'Oro (Golden Arrow) sports saloon was built alongside coupé and cabriolet versions featuring bodies by the likes of Pinin Farina, Touring, and Ghia, plus a six/seven-seater berlina on a longer wheelbase.





The Alfa tradition of building driver's cars par excellence was upheld by the 2500, for although the box-section chassis was no longer state-of-the-art it boasted all-independent suspension, generously-sized brakes, fast-g geared steering and an unusually slick, column-mounted gearchange. All 6C 2500 models were exceptional performers for their time. Maximum power ranged from 87bhp in the long-wheelbase saloon to 95bhp in single-carburettor Sport guise, while the triple-carburettor Super Sport (SS) had 110 horsepower on tap. Considerably lighter than the saloon, the latter could easily exceed 100mph. The Super Sport chassis was manufactured until 1951, by which time 383 had been produced, and being on the shorter wheelbase was typically more than 300lb (136kg) lighter than the saloon.

Most of these bespoke, hand-built cars were bodied as Superleggera coupés by Touring, while the remainder received cabriolet coachwork by Pinin Farina. Of the various designs, Touring's Villa d'Este is perhaps the most desirable. It was named after one of Italy's most celebrated hotels, situated on the shores of Lake Como, which used to host a world-renowned Concorso d'Eleganza (and now does again). When a 6C 2500 SS with a special body by Touring won the event, it was decided to make a limited run for select clients. Only 36 were built, all two-door coupés, though few cars are identical.

Right-hand drive, like all Alfa Romeos prior to the 1900 model, chassis number '915910' was completed with a Villa d'Este coupé body by Carrozzeria Touring and is believed to have stayed in Sicily for most of its life, though its early history is not known. In 2006 the car was discovered in Sicily in 'barn find' condition and purchased as a restoration project by previous owner, Mr Dambacher.

Mr Dambacher then commissioned a total, 'last nut and bolt' restoration with no expense spared, which was carried out by Carrozzeria Grillo of Occieppo Superiore, Italy under the supervision of Dipl.-Ing. Klaus Kukuk of Overath, Germany, a specialist in overseeing restorations. The restoration cost €400,000. Details may be found in a lengthy illustrated report on file compiled by Dipl.-Ing. Kukuk (inspection recommended) and the car also comes with old German registration and TÜV papers, and current Belgian registration documents.





In 2016, the current owner bought the Alfa Romeo in Germany from Mr Dambacher, and that same year had the pleasure of participating with his Villa D'Este in the Zoute Rally balade. Touring Superleggera's famous Belgian Chief Designer, Louis de Fabribeckers, also drove this car on the 2016 Zoute Rally. Interviewed afterwards, he remarked, 'Wow, what a wonderful car! This is the only car that bears the name of the concours d'élégance it won at the time. I really would have been proud if I had designed this car... So many good ideas in one car, that's just great. But without the honourable title "Villa d'Este" the car would have lost some of its lustre. Just the name makes me think of Lake Como.'

This gorgeous Alfa Romeo has been kept in the best condition possible and has covered only some 2,000 kilometres since the restoration's completion. This unique car is a joy to drive and is eligible for all the most important historic rallies, concours d'élégance events, and other such gatherings; indeed, it is invited to Villa d'Este every year by the small club of only Villa d'Este owners. An opportunity not to be missed. **€700,000 - 800,000**





1953 JAGUAR XK120 SE DROPHHEAD COUPÉ

Chassis no. S677504

- *Matching numbers*
- *Rare and desirable Special Equipment 'SE' version*
- *One of only 709 left-hand drive SE models built*
- *Only circa 3,000 kilometres since restoration*
- *Restored to a very high standard*



'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days.' - William Heynes, Chief Engineer, Jaguar Cars.

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

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.



The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 709 were left-hand drive SE dropheads like that offered here. Introduced in 1953, late in the XK120 production run, the drophead coupé is considered by many enthusiasts to be best of the breed, retaining the original open roadster's lines while boasting much greater practicality and refinement courtesy of its wind-up windows, opening quarter lights, heater, improved ventilation and a permanently attached lined Mohair hood, all of which had been first appeared on the fixed head coupé in 1951.

This car was built on 23rd June 1953 to be shipped to the USA for delivery to Jaguar's West Coast distributor Hornburg in Los Angeles, California. Its original colour scheme was Birch Grey with red interior. The car's history is not known prior to 2003 when it was found in a barn and purchased as a restoration project by a Dutchman from Hengelo, which is where the current vendor first encountered it. He was very keen on buying the XK because the car was very straight, highly original, and retained matching numbers. The owner did not want to sell but eventually, in 2006, the Jaguar was sold to a Mr van Rossum in Holland.

Mr van Rossum had the car treated to a complete 'last nut and bolt' restoration to concours standards, albeit at a relaxed tempo. The colour was changed to the current beautiful dark blue while the interior was completely re-upholstered in burgundy – a most handsome colour combination. This XK120 went to various different restorers because it was never 'good enough'; the owner being perfectionist wanted to have the best of the best – an approach that has its price and is time consuming. It is for that reason that it took him so long to get the car finished.

In 2012, the Jaguar was registered again for road use, though Mr van Rossum hardly drove it. Three years and a few kilometres later, in 2015, he decided to sell the car to the current owner. The latter advises us that the XK has been driven only some 3,000 kilometres since the restoration's completion in 2012. According to him, the car is still in the same concours condition as when it finished restoration. It still presents beautifully and is said by the vendor to be mechanically in top condition. Offered with a Jaguar Heritage Trust Certificate, this must be one of the best XK120s currently available.

€120,000 - 160,000

48

One of only 5 delivered new to France

**2009 MERCEDES-BENZ SL65 AMG
BLACK SERIES**

Chassis no. WDB2304791F160141

- The most powerful road legal Mercedes-Benz AMG ever built producing 670bhp
- One of only 175 desirable European examples built
- Only 6,300 kilometres from new
- Full Mercedes-Benz service history





'For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer's dream Mercedes.' - Mercedes-AMG GmbH.

AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motor sports, entertainment, sport and business communities being counted among aficionados.

Offered here is a beautiful SL65 AMG Black Series, the third of this evocatively titled and exclusive limited-edition family that had begun with SLK55 of 2006. Intended as even more highly developed versions of Mercedes-Benz's AMG performance models, the Black Series consists of two-seater fixed-head coupé designs only. In the case of the SL65, this meant abandoning the 'ordinary' version's folding metal hardtop in favour of a fixed carbon fibre roof, which also made room for the Black Series' retractable rear spoiler.

This insane SL was pushing the boundaries of the AMG badge to the max. This version was developed in the newly created AMG Performance Studio which was a division of AMG, showcasing the cars their newly devised department could create, with an 'Anything is Possible' attitude. The 'SL65 Black Series' was the pinnacle of this ethos.

The SL65 AMG Black Series was unveiled at Monterey in 2008. The base-car SL65 AMG's 6.0-litre V12 engine was retained for the Black Series but received larger turbochargers, a bigger inter-cooler, a new exhaust system, and a suitably remapped ECU, resulting in an increase in maximum power to 670bhp (approximately a 10% improvement over the stock SL65 AMG) while torque went up to a mighty 737lb/ft, delivered between 2,200 and 4,200 revs. AMG's engineers not only increased engine output but also trimmed 250kg (550lb) off the car's all-up weight courtesy of additional carbon fibre panels, further improving the power-to-weight ratio. The result was a 0-100km/h time of 3.8 seconds, while top speed was electronically limited to 320km/h.





The extraordinary engine specifications made the SL 65 AMG Black Series the most powerful AMG model at the time! This stupendous performance reached the road via AMG's Speedshift Plus multi-mode five-speed automatic gearbox. As one would expect, given the Black Series raison d'être, the chassis too underwent considerable modification, featuring quicker steering, wider front and rear track, and redesigned suspension in the interests of enhanced roadholding and controllability.

Mercedes-Benz recognised that many Black Series customers would wish to enjoy their cars on the racetrack (where else could one safely enjoy its performance to the full?) and thoughtfully made the multi-link rear suspension adjustable. The SL65 AMG Black Series rolled on AMG light-alloy wheels - 19.5" at the front, 20" at the rear - while stopping power was provided by 6-pot callipers at the front, 4-pot at the rear. Only 350 of these amazing cars were made, and all found customers despite a stratospheric asking price of €330,000 without options.

Still the most powerful standard road-going Mercedes-Benz AMG to date, this pristine example has covered a mere 6,300 kilometres from new and is finished in arguably the best colour combination of silver with black interior (as one can imagine, most are black!). One of only approximately 175 examples destined for Europe (most went to the USA or Asia), it is one of only 5 delivered new to France.

Delivered in September 2009, the car has been well maintained and is presented in excellent 'as new' condition, as one would expect from its low odometer reading. The accompanying maintenance history printout records services at Mercedes-Benz Paris in 2010, 2012, 2014, 2016 and in August 2018, the latter at 6,318 kilometres. This car also comes equipped with every conceivable option, the very embodiment of the phrase 'fully loaded' (detailed specification available). Offered with all books and tools, it represents a possibly once-in-a-lifetime opportunity to acquire one of these fabulous limited-edition supercars, the like of which Mercedes most probably will never produce again - an incredible aggressive looking beast!

€260,000 - 320,000

No Reserve



Ordered new by André Embiricos

1936 BENTLEY 4¼-LITRE CABRIOLET

Coachwork by Jean Antem

Chassis no. B260GA

- One-off specification and a stunning design
- Well documented ownership history
- Jeff McDonald concurs restoration
- Superbly presented Derby Bentley with original and unique coachwork



The unique Bentley motor car offered here was delivered new to the Paris-based Greek shipping magnate and racing driver, André Embiricos, who had owned a succession of Bentleys, including the famous aerodynamic 4¼-Litre coupé designed by Georges Paulin, commencing in the 1930s.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. For this Bentley 4¼-Litre's body, Embiricos chose Jean Antem of Courbevoie, Seine. Antem had established his coachbuilding business in 1919 and over the course of the next 30-plus years would body all kinds of chassis in a wide variety of styles. Carrosserie Antem manufactured series-production bodies for La Licorne and Ariès during the 1930s while reserving his bespoke creations for quality marques such as Bugatti, Delahaye, Hispano Suiza and, of course, Bentley. Jean Antem's work is rarely encountered today; regular contenders at the most prestigious Concours d'Élégance events, these Antem-bodied cars are rare and sought-after.

When Embiricos ordered this car, the 4¼-Litre Bentley chassis, developed from the preceding 3½-Litre, was the finest that the wealthy sporting motorist could aspire to. Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package a part-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.



By the end of the 1930s the 'Derby' Bentley had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio, and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted braking. Land speed record holder Sir Malcolm Campbell appreciated its formidable performance, praising the 'absolute perfection' of the Bentley's engine, handling, and braking. In total, 1,177 3.5-Litre cars had been built and a further 1,234 of the successor 4¼-Litre model prior to the cessation of production in 1939.

Embericos's passion for speed undoubtedly influenced this Bentley's specification and resulted in its wonderfully sleek styling. The overall impression of fluidity is accentuated by the surprisingly low windscreen - an Antem trademark - and the line of the body that slopes down towards the tail.







The hood retracts completely within the body behind the rear seat, while its painted dashboard gives the leather-upholstered interior a sporting feel. The exhaust outlet is incorporated into the left rear wing, another subtle detail. Embiricos also specified a high axle ratio (11:43).

According to records held by the Rolls-Royce Owners Club, Embiricos exported the Bentley to the USA in April 1940, just ahead of the German invasion of France, and kept it until March 1945. The car subsequently passed through the hands of several owners in the USA's North East (all known, list available) before being acquired in the early 1960s by Mr Byron White of Rhode Island, who would own it for the next 40-or-so years. Between 1985 and 2002, Mr White had the Bentley restored to a high standard.

The next owner, Charles Morse, acquired the Bentley in 2004 and delivered it to Jeff McDonald's workshop in Oregon for restoration to concours standard. An expert in the restoration of pre-war Bentley and Rolls-Royce motor cars, Jeff McDonald is a highly respected specialist whose enviable body of work includes the 'Best of Show' award winner at Pebble Beach in 2016.

Accompanying invoices show that the car was stripped down to the chassis; the body frame and panelling repaired; and all the mechanical components refurbished as necessary. In 2014, the next owner bought the car and completed the restoration, entrusting the paintwork and upholstery to Navarette Classic Design & Paint and Aquilera's Custom Upholstery respectively.

Today, this unique Bentley retains its correct period accessories, including Marchal lights, and comes with a comprehensive folder containing the (copy) build sheets, list of owners, restoration bills (inspection recommended), tool kit, jack, and an original Bentley 4 1/4-Litre instruction book.

This car features in R-ROC and R-REC records, and is listed in 'Bentley: The Silent Sports car' by Michael Ellman-Brown; 'All The Pre-war Bentleys' by Stanley Sedgwick; and 'The Derby Built Bentleys' by Bernard L King. Offered with US title EU customs clearance, this beautiful 4 1/4-Litre cabriolet is the perfect combination of Antem's talents and Bentley's engineering excellence.

€375,000 - 425,000



1973 BMW 3.0 CSL "BATMOBILE"

Chassis no. 2275537

Engine no. 2275537

- One of only 110 examples built
- Present family ownership since 1975
- In long-term storage (circa 1980-2018)
- Believed genuine 57,280 kilometres from new
- Restored in 2018



1973 was a landmark year for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.

BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS coupé, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations, the CS and CSi, the 3.0 CSL (Coupé Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim; using thinner steel for the main bodyshell; aluminium alloy for the doors, bonnet and boot lid; and Perspex for the side windows a valuable 300lbs (136kgs) in weight was saved – 'Leicht' indeed.



Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2 litres) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing and various other devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

This original, left-hand drive BMW 3.0 CSL Batmobile is offered fresh from recommissioning and restoration. According to BMW, chassis number '2275537' was manufactured on 25th September 1973 and delivered on 2nd November 1973 to the UK importer, BMW London Ltd. The original colour was Polaris metallic, paint code 060.

In 1975, the car was purchased by the lady vendor's father, a Dumfries garage proprietor, having been first registered in the UK in October of that year. Its owner drove the BMW for circa five years, servicing it himself. Since 1980, the car has sat in his workshop, and over the years was dismantled with a view to restoring it. The current odometer reading is circa 57,279 kilometres (approximately 35,600 miles) which in view of the car's lengthy period of inactivity is believed genuine.

Early in 2018, the Batmobile was delivered to Classic Restorations (Scotland) Ltd in Alyth as a bodyshell and crates of parts, to be rebuilt. We are advised that the works included a complete engine overhaul: new cylinder head, pistons, bearings, chains, etc. In addition, the suspension and brakes were completely overhauled with all components cleaned and powder coated prior to re-assembly. Other components renewed include the clutch; clutch and brake master cylinders; metal brake pipes and hoses; radiator; alternator; distributor; exhaust system; and tyres.

The bodywork has had some small patches welded to the inner wheelarches, which have been sealed and coated with 3M Body Schutz (in black). The rear spoiler has been stripped, repaired, and partially repainted (the body had already been repainted in the original silver colour). The interior has been re-upholstered and the carpets and headlining renewed using new original BMW material throughout. Accompanying paperwork consists of sundry restoration invoices and photographs; current MoT certificate; and a UK V5 registration document.

With only some 110 Series 1 CSL Batmobiles produced compared to over 19,000 standard CS/CSI models, these 'specials' will always be rare and today this ultimate BMW coupé is highly sought after.
€240,000 - 300,000



51

The Brussels Motor Show

1982 RENAULT 5 TURBO I

Chassis no. VF1822000C0000502

- Ordered by Renault Garage Flandria, Kortrijk, Belgium
- Desirable 'Turbo 1' version with rare Bertone interior (in excellent original condition).
- Only 38,000 kilometres from new
- Number 1,393 out of a total of 1,820



Not to be confused with the conventional front-wheel drive Renault 5 Gordini Turbo or GT Turbo, the Renault 5 Turbo was a mid-engined homologation special built in limited numbers for Group 4 and Group B rallying between 1980 and 1986. Renault's considerable F1-derived turbo-charging expertise was applied to the humble 1.4-litre overhead-valve engine, resulting in a power increase to 160bhp (in road trim), an output sufficient for a top speed of 200km/h and a 0-100 time of under seven seconds. In the Turbo, this remarkable little engine was mounted amidships (where the rear passenger seats had been) and drove the rear wheels via a five-speed transaxle.

A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 on the Tour de Corse, Jean Ragnotti's 250bhp works car leading the event before succumbing to electrical trouble. In 1981 Ragnotti/Andrie won the Monte Carlo Rally outright for Renault and the following year Ragnotti won the Tour de Corse again. Faced with increasing competition from teams running four-wheel drive cars, Renault responded with more powerful 5 Tour de Corse and 5 Maxi Turbo variants, Ragnotti adding another Tour de Corse win in the latter in 1985.



At the end of the season the works team retired the 5 Turbo from competition. Had Renault chosen to contest a full international programme with the 5 Turbo rather than concentrating on French national events, then its record at the highest level would surely have been even more impressive.

This Renault 5 Turbo was ordered via the Belgian Renault importer by Garage Flandria of Kortrijk, owned by Mr Luc De Witte. Being a 'Turbo 1', it has that model's unique seats, dashboard and aluminium roof not found on the all steel Turbo 2 successor. This car was ordered specifically for the Salon de l'Automobile in Brussels finished in Pearl White with special body-coloured bumpers and beige Bertone interior; the same colour scheme that many of the R5 Turbo 2's would be supplied in. In 1994, Mr De Witte sold his Turbo 1 to another Renault dealership, Garage Landeloos, owned by Bart Landeloos. Just like Luc De Witte, Mr Landeloos never registered the Turbo and used it only sparingly with trade plates until Belgian law obliged cars to be registered. Without prior registration it would have been impossible for the next owner to register the car, so Landeloos registered it for the first time in 2001 as 'BKW 435'. (Bonhams would like to thank Mr Landeloos for kindly providing information about the history of his former Renault Turbo).

This car was always maintained by Mr Bob Eijckmans of Renault Garage Willems, a specialist in Renault 5 Turbos. Mr Eijckmans has confirmed the car's originality and advises us that the body has never required any repairs.

Shortly thereafter, in 2002, Garage Landeloos sold the Turbo to a Mr Meuleman in Holland, who kept it for another 16 years. Remaining completely original throughout its entire life, this car has changed hands from one enthusiast to another while not travelling more than 38,000 kilometres in total. The engine and injection pump have been fully revised by Dutch specialist Tour de Corse (photos on file). Possessing an interesting Belgian history that started less than 50 kilometres from Knokke Le Zoute, it is presented today in original condition - a real car for connoisseurs. The car comes complete with all books and tools; a Renault Certificate of Authenticity; (copy) old Belgian registration papers; current Dutch registration papers; sundry invoices for work carried out; and Bart Landeloos' letter confirming the history of this Renault 5 Turbo 1.

€110,000 - 150,000



1983 RENAULT 5 TURBO 2

Chassis no. VF1822000E0000338

- *Iconic Group B homologation special*
- *Delivered new in France*
- *Believed genuine 51,681 kilometres from new*
- *Exceptional condition*



'Of all the cars to come from that hedonistic high-boost era, the Renault 5 Turbo is one of the few to still hold us in its thrall. The lunacy of the mid-engined, wide-body concept surely sees to that, but reputation, rarity and rally pedigree are the magical fairy dust that ensures it retains a mystique and potency matched by few forced-induction cars before or since.' – Renault Sport Club.

Not to be confused with the conventional front-wheel drive Renault 5 Gordini Turbo or GT Turbo, the Renault 5 Turbo (and later Turbo 2) was a mid-engined homologation special built in limited numbers for Group B rallying between 1979 and 1986. Renault's considerable Formula 1-derived turbo-charging expertise was applied to the humble 1.4-litre overhead-valve engine, resulting in a power increase to 160bhp (in road trim), an output sufficient for a top speed of 260km/h and a 0-100km/h time of around 7 seconds. In the Turbo, this remarkable little engine was mounted amidships (where the rear passenger seats had been) and drove the rear wheels via a five-speed transaxle.

A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 on the Tour de Corse, where Jean Ragnotti's 250bhp works car led the event before succumbing to electrical trouble.

In 1981 Ragnotti/Andrie won the Monte Carlo Rally outright for Renault and the following year Ragnotti won the Tour de Corse again. Faced with increasing competition from teams running four-wheel drive cars, Renault responded with more powerful 5 Tour de Corse and 5 Maxi Turbo variants, Ragnotti adding another Tour de Corse win in the latter in 1985. At the end of the season the works team retired the 5 Turbo from competition. Had Renault chosen to contest a full international programme with the 5 Turbo rather than concentrating on French national events, then its record at the highest level would surely have been even more impressive.



According to the Certificate issued by Renault Classic in March 2011, this particular Renault 5 Turbo 2 left the factory on 29th November 1983 and was sold new to its first owner through the Renault dealer SARAC in Thiers on 9th December that same year. The car spent the next almost 20 years in France with two identified owners, before being exported to the UK in 2011 by Mr Doug Blair, a distinguished car collector, author and publisher of motor sports books. At that time, the Turbo was still in excellent condition, and its new owner continued to maintain it in perfect cosmetic and operating condition, while driving it only sparingly. Numerous invoices on file testify to the great care that was taken of the car throughout his ownership until 2016.

Today, the car has covered a believed genuine 51,681 kilometres from new; it is still finished in its original brown colour (factory code 769) with matching original beige interior, a very 1980s colour combination. The car is presented in excellent, indeed concours, condition and comes with its original pouch, owners manual, and service book, as well as numerous invoices for work carried out, expired MoTs, French Contrôle Technique documents, and UK V5 and Belgian 705 registration documents.
€90,000 - 110,000



53

Only 100 kilometres from new

1992 DODGE VIPER RT/10 ROADSTER

Chassis no. 1B3BR65E4NV100281

- One of the most exciting sports cars of modern times
- Original side exhausts operational
- Kept in a private collection
- Registered in Belgium



That a major US manufacturer could come up with such an exciting concept car was startling enough, but Chrysler's decision to put the Viper into production was nothing short of astonishing. Inspired, as its name suggests, by the legendary Cobra, Tom Gale's design study made its auto-show debut in 1989 following discussions between Chrysler boss Bob Lutz and Cobra-creator Carroll Shelby, its appearance triggering an avalanche of deposit cheques. Without doubt, a large part of the Viper's 'back to basics' appeal stemmed from its unique selling point: a massively powerful 8-litre V10 engine. The latter had been born out of the requirement for a larger unit to power the Dodge Ram pickup truck, the prototype being created simply by grafting two extra cylinders on to the Ram's existing 5.9-litre V8.

Despite being relatively 'low-tech', the Lamborghini-developed pushrod V10 churned out 400bhp and a brutal 450lb/ft of torque at a lowly 3,600rpm, figures which the 3,280lb Viper translated - via a six-speed manual gearbox - into a 0-60mph time of 4.7 seconds and a top speed of 165mph. Compared with this paragon of power units, the Viper's running gear made somewhat less interesting reading: a multi-tubular spaceframe chassis endowed with all-round independent suspension and four-wheel disc brakes residing beneath the svelte glassfibre bodywork.



Little more than 12 months after the Viper roadster had commenced production, a closed coupé version, the GTS, debuted in prototype form at the Los Angeles Auto Show. 'Where the Viper follows the classic sports car gospel, this time we looked at some of the great Grand Touring cars such as the Cobra Daytona Coupé and Ferrari GTO,' revealed Chrysler's vice president of engineering, François Castaing. By the time the production GTS coupe arrived for 1996, the original Viper concept had undergone considerable refinement.

Thus the coupé boasted air conditioning, dual airbags, adjustable pedals and power windows in glass rather than plastic, features soon extended to the roadster. Concerns that the Viper had been needlessly 'sanitised' were dispelled by the revised engine that now produced a staggering 450bhp, and a succession of weight reductions achieved by the use of alloy chassis components.

Endurance events were an obvious target for a car with such obvious competition potential. The result was the Viper GTS/R-T. Developed in conjunction with the French racing team ORECA, the GTS/R-T clinched the 1997 FIA GT2 Championship, won its class at the 1998 24 Hours of Le Mans and took overall victory in the 2000 Daytona 24 Hours, in addition to countless successes in the domestic American Le Mans Series.

Originally sold in Canada to a Belgian/Canadian businessman, this very early Viper roadster has been kept, unused, in his private collection and is presented in effectively 'as new' condition having covered only some 100 kilometres since it left the factory. Finished in red with grey leather interior, this beautiful car comes complete with its original weather equipment and all books and tools. The car is currently registered in Belgium as an 'Old-timer' and is offered with Carte Grise and all its original documents. If exported from Belgium this lot may possibly be liable to VAT depending on the country of import. A rare opportunity to acquire an unused example of one of the most exciting sports cars of recent years.

€55,000 - 75,000



54

Rare and desirable ZF 5-speed manual gearbox

1969 MERCEDES-BENZ 280 SL 'PAGODA' WITH HARDTOP

Chassis no. 113 044 10 011364

- Delivered new in Germany
- Matching numbers example
- Single family ownership from new until 2016
- Circa 72,000 kilometres from new
- Rare optional features
- Outstandingly original, unmolested, and well documented



This Mercedes-Benz's first owner was the patriarch and entrepreneur Werner Frör, who gave it in July 1969 to his wife Inge on the occasion of her 40th birthday. Nevertheless, the Mercedes was driven mainly by Werner Frör. Even Inge Frör was only allowed to drive the SL under protest, despite it being nominally her car!

After Herr Frör's death, the Mercedes was reregistered to reflect changes of ownership within the family, eventually ending up belonging to his son-in-law, Herr Joachim Lehmann. The current vendor purchased the 'Pagoda' from Herr Lehmann in 2016.

The Frörs had bought the car in Erlangen from Fa. Mercedes Pickel. Almost all maintenance was carried out by Autohaus Pickel and also by Fa. Berlacher, a wholly owned subsidiary of Autohaus Pickel. It was in the 1970s that this car covered most of its recorded mileage. Due to changed interests within the family and the purchase of a Jeep and a Mercedes-Benz S-Class, the SL was no longer driven and was kept in the garage. On 20th April 1980, the Mercedes was reregistered with the number 'ER-W 3' so that it could be driven to the Frörs' daughter's wedding. Until October 1990, the car was registered regularly.



According to Herr Frör, the SL was never driven in wintry conditions, and rain was avoided as much as possible. In July 1986, an appraisal was drawn up, at which time the SL had 71,031 kilometres on the odometer. From October 1990 onwards the SL remained de-registered but insured in the owner's garage. On 2nd July 2004, the SL was reregistered with the number 'ER-W 150H'. From this time the Mercedes was registered to Ursula Lehmann, the daughter of Inge and Werner Frör.

On 28th October 2004, the SL was again a de-registered, remaining off the road until 2nd October 2007 when it was reregistered as 'ER-WF 15H'. With the death of Werner Frör in June 2008, his wife's 280 SL was donated to her son-in-law, Joachim Lehmann. His wife Ursula Lehmann remained as vehicle keeper for insurance purposes.

As of 14th January 2015, Joachim Lehmann was entered as keeper in the registration document. On 29th December 2015 the 280 SL was temporarily de-registered once again before leaving the Frör/Lehmann family's ownership for the first time, passing to the current vendor in the autumn of 2016. During their custodianship, Herr Lehman and his wife never drove the 280 SL.

Since its acquisition by the current vendor, the Pagoda has been serviced by Auto Berlacher GmbH of Erlangen, Germany. Carried out on 21st July 2016 at 71,780 kilometres, the work included a full electronic alignment service; fitting a new fuel tank; replacing the clutch master and slave cylinders; overhauling the brake master cylinder; replacing the left front suspension strut; replacing the radiator hose; and changing the anti-freeze. Auto Berlacher's invoice for €4,464.34 is on file and this highly original Pagoda also comes with copies of registration and TÜV documents.

In December 2016, a detailed appraisal was carried out by the Mercedes-Benz 190 SL Club, which found that the car retains its original factor applied paintwork apart from a localised – and expertly repainted - area on the left front wing. Likewise, the interior's black leather upholstery and grey carpets were found to be 100% original, and the report comments most favourably on the factory-fresh appearance of the bonnet, boot, and door shut lines. Overall, the body's condition was judged to be impeccable, and no mechanical faults were noted. The appraisal concludes: 'This 280 SL is probably today the most original pagoda not only on the market but at all.' We can only concur.

€160,000 - 210,000

2012 PORSCHE 997 GT3 RS 4.0 COUPÉ

Chassis no. WP0ZZZ99ZBS785369

- Rare 4.0-litre version of the legendary GT3 RS
- Desirable manual transmission model
- Only one owner and 33,800 kilometres from new
- European delivery
- Exceptional specification
- Fully documented



Intended primarily for racing, though still road legal, the Porsche 911 GT3 - first introduced in 1999 - 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 GT3 category of production sports car racing, and has been produced in a variety of versions since its introduction in 1999 on the Type 996 iteration of the perennial 911.

Following the launch of the original Type 996 GT3, Porsche introduced an even more track-focused variant in 2003: the GT3 RS. Standing for RennSport (literally 'race sport') the 'RS' designation referenced that iconic first-of-the-line model of 40 years previously. In GT3 RS specification, the 3.6-litre flat-six 'Metzger' engine was up-rated, producing around 400bhp, although the claimed output remained unchanged at 318bhp for homologation purposes. The RS was lighter than the 'ordinary' GT3, weigh saving measures including a polycarbonate rear window, and carbon-fibre bonnet and rear wing, while the stock cast-iron brake discs were replaced with ceramic composite rotors for greater fade resistance under competition conditions. RS suspension was adjustable, and the car ran some 3mm lower than the stock GT3. For 2006 the GT3 was extensively redesigned and improved on the Type 997 platform. New features included 'zero lift' aerodynamics and Porsche's PASM electronically adjustable active suspension system, specially configured for track use.

Porsche claimed a 0-100kmh time of 4.1 seconds and a top speed of 193km/h for the new GT3. By the end of the of year there was also an RS 'homologation special'. Weight-saving measures similar to those seen on the Type 996 RS were applied, while the body was wider than that of the Type 997 GT3, accommodating an increase in rear track. A new 3.8-litre engine was introduced on the 2nd Generation Type 997 GT3 in 2009; maximum output increased to 429bhp, with 444 horsepower available from the RS version.

And just in case there was any doubt about the Type 997 GT3's abilities as a competition car, in 2006 Porsche's official test driver, rallying ace Walter Röhrl, lapped the spectacular Nürburgring Nordschleife circuit - widely recognised as one of the most demanding tests of man and machine - in an astonishing 7 minutes 42 seconds, then the equal fastest time posted by a production car - a feat that attracted much favourable publicity.

Launched in 2011, the 911 GT3 RS 4.0 was the final evolution of the Type 997 GT3. As its nomenclature suggests, this ultimate model was powered by a 4.0-litre engine, which incorporated the longer-stroke crankshaft from the RSR. Maximum power increased to 368kW (493bhp) and torque to 339lb/ft, the chassis and running gear being further developed to cope.



On the road this translated into a 0-100km/h time of 3.5 seconds and a top speed of over 300km/h, while the benchmark Nordschleife lap time was cut to 7 minutes 27 seconds. Only 600 examples of the 997 GT3 RS 4.0 were built.

This rare and desirable modern Porsche was delivered new in January 2012 by Garage André Losch (Porsche Luxembourg) to its sole owner. Now with only 33,800 kilometres recorded, the car retains its original paintwork; has never been involved in any accidents; and has never been over-revved (diagnostic results available). More importantly the vendor confirms us that the engine is still the original one, as a lot of these 4.0-litres have had replacement engines from the factory it seems. Possessing a crystal clear history, it comes with its fully-stamped service booklet and has just been serviced at a cost exceeding €5,000. The related invoice is on file and the car also comes with Luxembourg registration papers and certificate of authenticity. Its specification is as follows:

- 28 Leather/Alcantara Black Interior
- 003 ClubSport Pack
- 220 Locking differential
- 305 Gear knob in Alcantara
- 310 Hand brake in Alcantara
- 341 Painted Wheels in White
- 384 Carrera GT driver's seat
- 385 Carrera GT Passenger Bucket Seat
- 430 Wheels 19 inch GT3

- 441 Sound Package
- 475 Porsche Active Suspension Management
- 476 Porsche Stability Management
- 480 6-speed manual gearbox
- 482 Tire Pressure Monitoring System
- 512 Contrast Colour Silver GT (RS 4.0)
- 573 Automatic air conditioning
- 578 6 Point Harness for driver and passenger
- 587 Colour coded roll cage
- 594 Alcantara headlining
- 599 Doors Aluminium
- 601 Bi-xenon headlights
- 605 LED daytime running lights
- 659 On-board computer with driver information
- 843 Alcantara Sports Steering Wheel
- 991 Leather airbag module
- XAA AeroKit Cup
- X69 Carbon Door Thresholds
- XGB Carbon Interior - XSX Seatbelts in Indian Red
- XYB Aluminium Optic Tank Cap

Presented in generally excellent condition, this stunning, little-used, and fully documented Porsche supercar would enhance any private collection.
€270,000 - 320,000
No Reserve



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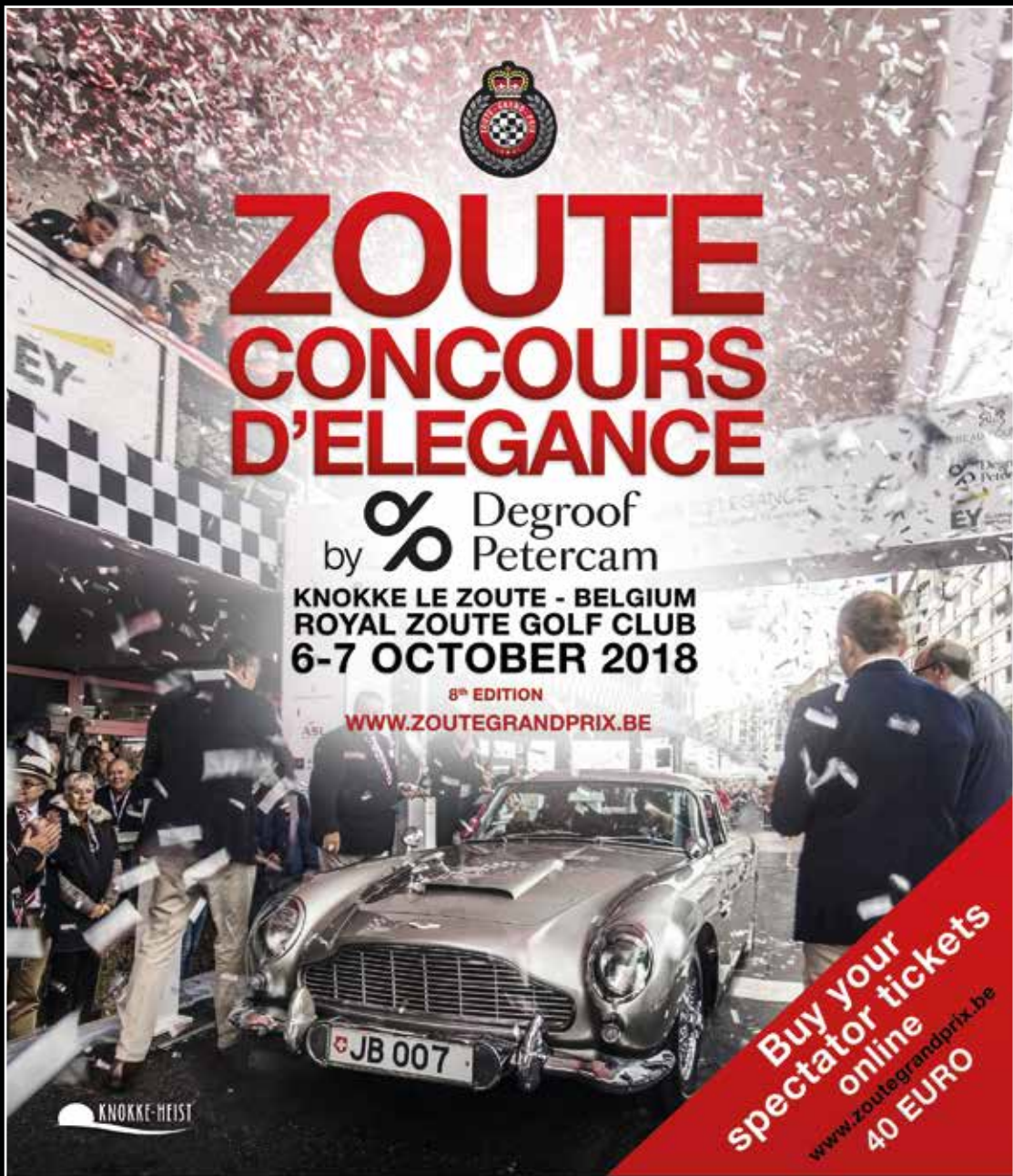
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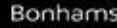
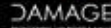
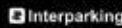
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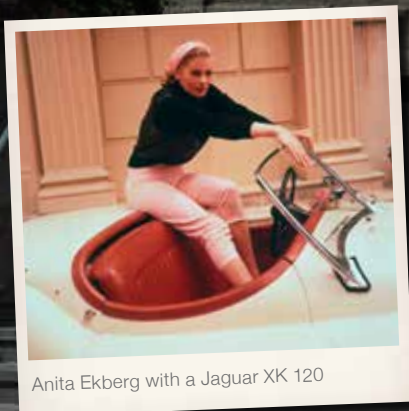


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the star of "La Dolce Vita"*

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Chassis no. S 812181 DN



Anita Ekberg with a Jaguar XK 120

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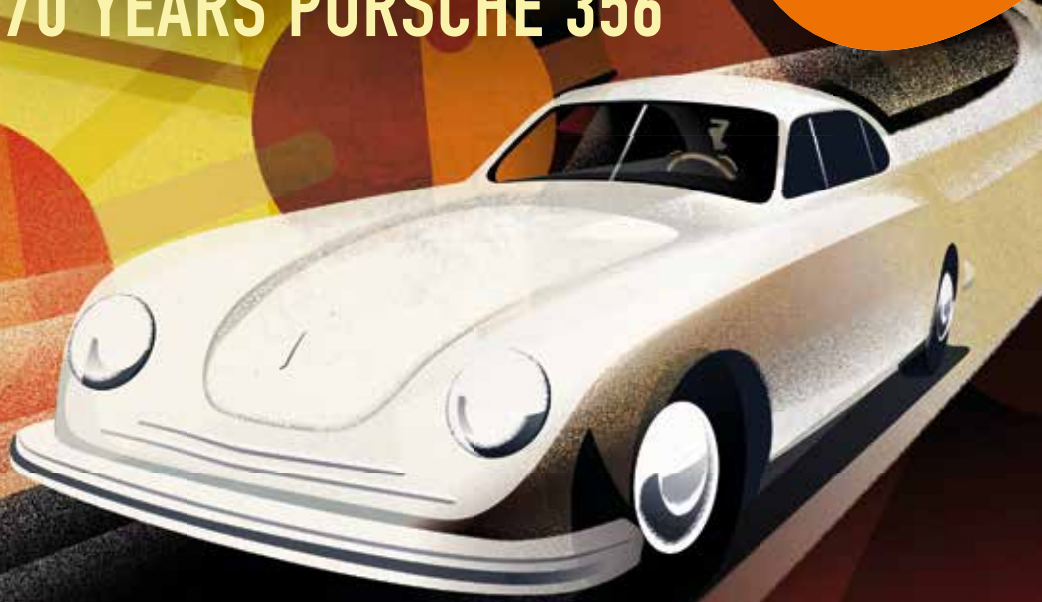
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General Conditions

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.

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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. "Conditiereporten" 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 "conditiereporten", evenals mondelinge verklaringen zijn uitsluitend een uitdrukking van een mening. Verwijzingen in de catalogusbeschrijving of conditiereporten 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 opgeden 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 opgeden 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.

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Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for TVA in the EU please enter your registration here: □□ / □□□ - □□□□ - □□	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

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

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

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

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

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

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

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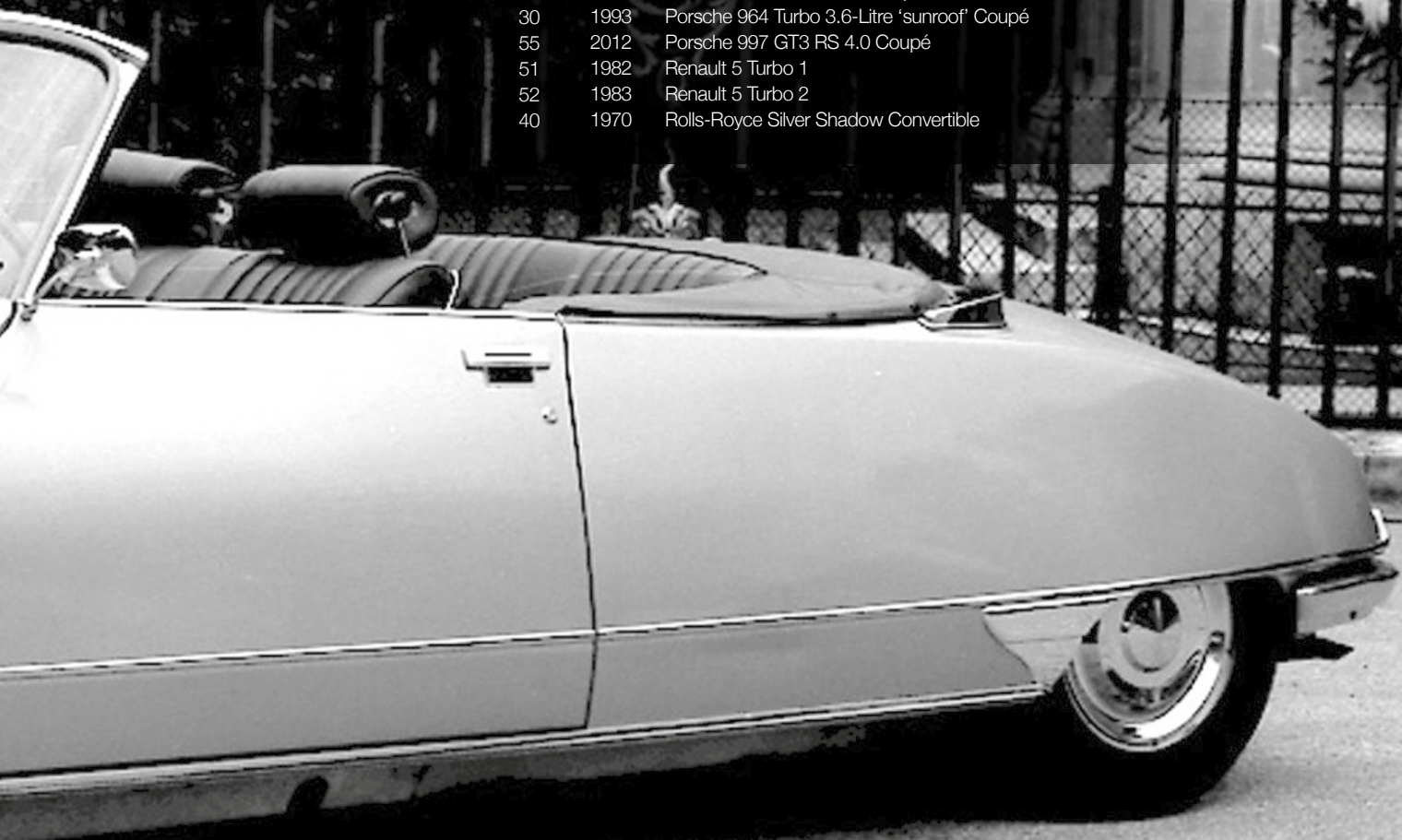
Lot No	Year	Model
25	1958	AC Ace Roadster
6		Alfa 8C Tipo B Monoposto Grand Prix Child's Car
46	1951	Alfa Romeo 6C 2500 SS 'Villa d'Este' Coupé
20	1959	Alfa Romeo 2000 Spider
32	2018	Alpine A110 'Première Edition' Coupé
24	1954	Arnolt-Bristol Roadster
41	1962	Aston Martin DB4 'Series V' Vantage Sports Saloon
19	1956	Austin-Healey 100M Factory 'Le Mans' Roadster
5		Baby Bugatti Type 52 Re-creation
49	1936	Bentley 4¼-Litre Cabriolet
9		BMW 328 Roadster 'Collector's Edition' Junior Car
50	1973	BMW 3.0 CSL 'Batmobile' Coupé
16	1987	BMW M635CSi Coupé
35	1954	Bristol 404 Sports Coupé
27	1973	Citroën DS23 IE Décapotable
37	1930	Derby K4 1.8-Litre Course
53	1992	Dodge Viper RT/10 Roadster
36	1956	Elva Mk1/B Sports Racer
10		Ferrari '330 P2' Junior Sports-Racing Car
22	1960	Ferrari 250 GT Coupé Series II
33	1963	Ferrari 250 GTE 2+2 Series III
42	1950	FIAT 500C 'Topolino' Giardiniera Woody
44	1954	FIAT 1100 TV Sports Saloon
17	1957	FIAT-Abarth 750 Zagato Berlinetta
34	1948	FIAT-SIATA Corsa 750



LOT 27

1973 CITROËN DS23 IE DÉCAPOTABLE

Lot No	Year	Model
43	1965	Ford Mustang 289ci V8 Convertible
11	1966	Harley-Davidson 1,200cc FLHP Electra Glide
26	1950	Healey Silverstone Competition Roadster
39	1969	Jaguar E-Type Series 2 Roadster
21	1962	Jaguar E-Type 'Series 1' 3.8-Litre Roadster
47	1953	Jaguar XK120 SE Drophead Coupé
12	1957	Lamborghini DLA 35 Tractor
14	1955	Lancia Delta HF Integrale Evo 2 Hatchback
8		Maserati '250F' Junior Monoposto
7		Mercedes-Benz SSK Child's Car
54	1969	Mercedes-Benz 280 SL 'Pagoda' with Hardtop
15	1989	Mercedes-Benz 500 SL Convertible with Hardtop
48	2009	Mercedes-Benz SL65 AMG Black Series
18	1966	Porsche 911 2.0-Litre SWB 'Sunroof' Coupé
38	1955	Porsche 356 Pre-A Speedster 1600
29	1968	Porsche 911S 2.0-Litre 'SWB' Coupé
45	1973	Porsche 911E 2.4-Litre Targa
31	1975	Porsche 911 Carrera 2.7-Litre 'MFI' Coupé
28	1980	Porsche 924 Carrera GT Coupé
23	1992	Porsche 964 Carrera RS Coupé
30	1993	Porsche 964 Turbo 3.6-Litre 'sunroof' Coupé
55	2012	Porsche 997 GT3 RS 4.0 Coupé
51	1982	Renault 5 Turbo 1
52	1983	Renault 5 Turbo 2
40	1970	Rolls-Royce Silver Shadow Convertible





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