

Bonhams



THE MONACO SALE

Les Grandes Marques à Monaco

Fairmont Monte Carlo | 23 April 2021

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INTRODUCTION

Nous avons le plaisir de vous accueillir à notre 29e vente aux enchères organisée ici en Principauté de Monaco.

Cette année 2021 est aussi celle du 12e Grand Prix Historique normalement tenu tous les deux ans, mais décalé d'une année pour les raisons que nous connaissons tous.

Nous vous souhaitons la bienvenue à l'édition de cette année qui réunit une magnifique sélection d'automobiles allant de la Delahaye 135S compétition châssis court du Mans 1939 à la rarissime FIAT 'Savio Albarella' de 1968, deux raretés à l'opposé de l'échelle de valeur, mais pas à celle de l'intérêt historique pour le véritable passionné automobile.

Il y en a vraiment pour tous les goûts, différentes certes, mais toutes ayant pour dénominateur commun la qualité et la provenance avérée.

Je voudrais aussi profiter de cette opportunité pour remercier l'Automobile Club de Monaco ainsi que les propriétaires et le staff de l'hôtel Fairmont, pour leur aide précieuse dans l'organisation de la vente dans ce lieu magnifique à la pointe de Monaco nous offrant sa vue impressionnante sur la Méditerranée.

Mes collègues de toutes nationalités, nouveaux ou plus anciens, et moi-même souhaitons vous apporter le meilleur service.

Philip Kantor
Head of Department, European Motor Cars

It is our pleasure to welcome you to our 29th auction here in the Principality of Monaco.

2021 is also the year of the 12th Historic Grand Prix usually held every two years but was shifted by one year for obvious reasons.

We welcome you to this year's edition, which brings together a magnificent selection of cars, ranging from the 1936 Delahaye 135S Competition Short Chassis to the extremely rare 1968 FIAT 'Savio Albarella', two rarities at the opposite end of the value scale but both of great historical interest for the true car enthusiast.

There is something for everyone, different of course, but all with quality and proven provenance.

I would also like to take this opportunity to thank the Automobile Club de Monaco as well as the owners and staff of the Fairmont Hotel. Their help in organizing the sale in this magnificent place at the tip of Monaco has been unwavering, offering us impressive views of the Mediterranean.

Myself and my colleagues of all nationalities, new and old, hope to provide you with the best service possible.

Philip Kantor
Directeur de Département 'Automobiles de Collection Europe'

ENTREPRISE GÉNÉRALE DE TRAVAUX

H. TRIVERIO & C^o

S.A. AU CAPITAL DE 4.000.000 F
8 Rue ANDRÉOLI NICE, TEL. 87-33-78
AGENCES: TOULON & FREJUS



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CHARENTAIS

DUNLOP

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THE MONACO SALE

Les Grandes Marques à Monaco

Vendredi 23 avril 2021
Fairmont Monte-Carlo

UNDER THE JURISDICTION OF

Maître Frédéric Lefevre
Huissier in Monaco

TO BE SOLD AT AUCTION BY

Bonhams SAM
Le Beau Rivage
9 Avenue d'Ostende
MC 98 000 Monaco

AUCTION

Friday 23 April 2021
2pm Motor Cars

VIEWING

Thursday 22 April 10.30am to 6pm
Friday 23 April from 9.30am

ENQUIRIES AT THE SALE

Thursday 22 April to Saturday 24 April
+ 33 1 42 61 10 11
+ 33 8 97 50 10 08 Fax

AUCTION ADDRESS

Thursday 22 April 2021
Fairmont Monte-Carlo Hotel
12 avenue des Spéluges
MC 98000 Monaco

IMPORTANT

Friday 23 April 2021
Entrance at the 7th floor of the
Fairmont Monte-Carlo Hotel
(See "Directions to Fairmont
Monte-Carlo on Friday 23 April" p.7)

ILLUSTRATIONS

Front cover: Lot 117
Back cover: Lot 112
Inside front cover: Lot 122
Inside back cover: Lot 119

SALE NUMBER:

26125

CATALOGUE PRICE:

€50 (admits two)

BUYER'S PREMIUM (NOTICE TO BUYERS)

Bonhams charge a buyer's premium.
For this sale we will charge as follows:

MOTOR CARS

15% +TVA of the hammer price.

IMPORTANT

The sale is conducted according to the general conditions printed at the back of this catalogue. We advise potential bidders to familiarize themselves with the important information for buyers regarding customs, transport and storage.

PAR LE MINISTERE DE

Maître Frédéric Lefevre
Huissier à Monaco

ORGANISEE PAR

Bonhams SAM
Le Beau Rivage
9 Avenue d'Ostende
MC 98000 Monaco

VENTE AUX ENCHERES

Vendredi 23 avril 2021
14:00

EXPOSITION PUBLIQUE

Jeudi 22 avril 10:30 à 18:00
Vendredi 23 avril à partir de 09:30

INFORMATIONS PENDANT LA VENTE

Jeudi 22 avril au samedi 24 avril
+ 33 1 42 61 10 11
+ 33 8 97 50 10 08 Fax

ADRESSE DE LA VENTE AUX ENCHERES

Jeudi 22 avril 2021
Hôtel Fairmont Monte-Carlo
12 Avenue des Spéluges
MC 98000 Monaco

IMPORTANT

Vendredi 23 avril 2021
Entrée au 7e étage de l'hôtel Fairmont
Monte-Carlo
(Voir p. 7 "Accéder à l'hôtel Fairmont
Monte-Carlo le vendredi 23 avril")

ILLUSTRATIONS

Couverture avant : Lot 117
Couverture arrière : Lot 112
Couverture avant intérieure : Lot 122
Couverture arrière intérieure : Lot 119

NUMERO DE LA VENTE :

26125

PRIX DU CATALOGUE :

€50 (valable pour deux personnes)

FRAIS D'ADJUDICATION

En sus du prix d'adjudication, l'acheteur devra payer sur le prix d'adjudication de chaque lot des frais de vente :

AUTOMOBILES

15% + TVA du prix au marteau

IMPORTANT

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

Please see - The Important Notice to Buyers - for the special document requirements for registration. These are required to comply with the Monaco Anti Money Laundering Regulations. Sovereign Order 2318 of 3 August 2009.

Merci de lire attentivement - l'Avis Important aux Acheteurs - concernant les pièces d'identité à présenter obligatoirement à l'enregistrement. Elles sont nécessaires afin de se mettre en conformité avec la loi anti-blanchiment monégasque : l'Ordonnance Souveraine n° 2.318 du 3 août 2009.



Your contacts for this Sale

Vos contacts pour la vente le monde

Bonhams SAM

Le Beau Rivage
9 avenue d'Ostende
MC 98000 Monaco
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Motor Car Specialists Spécialistes Automobiles

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Customer Services Service client

Monday to Friday 9:00 to 18:00
Lundi à vendredi de 9h à 18h
+44 (0) 20 7447 7447
+44 (0) 20 7447 7400 fax

Bids service/Sale registrations Enchères/Inscriptions à la vente

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MENAKLARS

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+39 3497559207
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Acknowledgements Remerciements

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

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

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Directions to Fairmont Monte-Carlo



As the Hotel is situated on the race track, special access is required when the track is closed to the public. The track closes at 09:30hrs on Friday and is scheduled to re-open that evening at 20hrs. During this closed track period, hotel guests and Bonhams customers are required to access the Fairmont via Casino Square and enter via the hotel's roof terrace.

The track is open to the public all day Thursday and up until 09:30hrs Friday. Normal access via the hotel's main entrance is permitted when the track is open to the public.

L'Hôtel étant situé sur la piste de course, un accès spécial est nécessaire quand la piste est fermée au public. La piste ferme à 09h30 vendredi et est programmée pour ouvrir à nouveau dans la soirée à 20h00. Durant l'intervalle où la piste sera fermée, les clients de l'Hôtel et les clients de Bonhams devront accéder au Fairmont par le square du Casino et l'entrée sur le toit terrasse de l'Hôtel.

La piste est ouverte au public toute la journée du jeudi et jusqu'à 09h30 vendredi. Lorsque la piste est ouverte au public, l'accès peut se faire par l'entrée principale de l'Hôtel.

COVID Notice

Due to the current sanitary circumstances, a PCR test of less than 72 hours will be required:

- By the Monegasque authorities at the Monaco border.
 - By the Fairmont Hotel for resident customers, and for non-resident customers coming to attend the auction.
- Only clients coming from the Maritime Alps & the Var for less than 24 hours will be exempted.

Wearing a mask will be mandatory, the number of clients around a car must not exceed 6 people. A curfew is also in force in Monaco from 8pm. We remind you that these rules are those in force at the date of publication of the catalogue. These rules may be subject to change.

En raison des circonstances sanitaires actuelles, un test PCR de moins de 72 heures sera exigé :

- Par les autorités monégasques à la frontière de Monaco.
- Par l'hôtel Fairmont pour les clients résidents, et pour les clients non résidents venant assister à la vente aux enchères.

Seuls les clients venant des Alpes Maritimes & du Var pour moins de 24 heures seront exemptés.

Le port d'un masque sera obligatoire, le nombre de clients autour d'une voiture ne dépassera pas 6 personnes.

Un couvre-feu est également en vigueur à Monaco à partir de 20 heures.

Nous vous rappelons que ces règles sont celles en vigueur à la date de publication du catalogue. Ces règles sont susceptibles d'être modifiées ultérieurement.

Day of sale instructions

Step 1:

AFIM Real Estate, 1 av. de Grande Bretagne, close to Hotel Metropole.

YOU WILL FIRST NEED TO GO TO THIS ADDRESS ON FRIDAY 23 APRIL TO REQUEST A COMPLIMENTARY ACCESS BADGE.

This badge will allow you access to cross the bridge at av. des Spéluges and to access the Fairmont Hotel's roof-top entrance close to the Buddha Bar.

Step 2:

BRIDGE OVER THE CIRCUIT

to cross av. des Spéluges on Friday 23 April.

Step 3:

FAIRMONT HOTEL BONHAMS AUCTION

Access by roof-top only from 09:30hrs on Friday 23 April for people with complimentary badges.

Instructions pour le jour de la vente

Etape 1:

AFIM Real Estate, 1 av. de Grande Bretagne, près de l'Hôtel Metropole.

VOUS DEVEZ D'ABORD VOUS Y RENDRE VENDREDI 23 AVRIL AFIN DE RETIRER UN BADGE D'ACCES GRATUIT

Ce badge vous donnera accès au pont permettant de traverser l'av. des Spéluges et d'arriver à l'Hôtel Fairmont par l'entrée sur le toit, près du Buddha Bar.

Etape 2:

PONT AU-DESSUS DU CIRCUIT pour traverser l'av. des Spéluges le vendredi 23 avril.

Etape 3:

FAIRMONT HOTEL VENTE BONHAMS

Accès par le toit à partir de 9h30 le vendredi 23 avril pour les personnes munies de badges.

Important Information For Buyers

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

Conditions of sale

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

Bids

Live & Hybrid auctions

Bids can be placed directly in the saleroom by a registered bidder, but also through an absentee bid or by telephone bid. Bids will be closed when the auctioneer has simultaneously struck the hammer and said the word 'adjudicated'.

Whatever the form of the sale, any person wishing to bid will be required to fill in a registration form with Bonhams prior to the sale. They will provide Bonhams with proof of identity and bank details. The completed, signed and dated form will be given to Bonhams before the sale begins and a registration number will be assigned to each potential bidder. Bonhams reserves the right, at its sole discretion and through the Authorised Auctioneer, to refuse participation in the auction to any person.

Estimates

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

Public viewing

In the case of online sales, the Lots are visible at their place of storage, by appointment only, made with the department concerned.

Buyer's premium

Buyers are reminded that a 15% Buyers Premium is payable on the final Hammer Price of each Vehicle in the sale. Buyers are reminded that for Automobilia a 27.5% Buyers Premium is payable on the first €3,000 of the hammer price, 25% from €3,001 to €400,000 of the hammer price, 20% from €400,001 to €4,000,000 of the hammer price and 13.9% on the balance thereafter. TVA at the standard rate is payable on the Buyer's Premium by all Buyers.

Export license

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

Lots not included in the catalogue

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

Condition Reports

In respect of most Lots, you may ask Bonhams for a Condition Report on the Lot's general physical condition. If you do so, this will be provided by Bonhams on behalf of the Seller free of charge. As this is offered additionally and without charge, Bonhams is not entering into a contract with you in respect of the Condition Report and accordingly does not assume responsibility to you in respect of it. The Condition Report represents Bonhams' reasonable opinion as to the Lot's general condition in the terms stated in the particular report, and Bonhams does not represent or guarantee that a Condition Report includes all aspects of the internal or external condition of the Lot. Neither does the Seller owe or agree to owe you as a Bidder or Buyer any obligation or duty in respect of this free report about a Lot, which is available for your own inspection or for inspection by an expert instructed by you.

Starting price

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

Bidding orders

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

Payment

It is of critical importance that you ensure that you have readily available funds to pay the Purchase Price and the Buyer's Premium (plus VAT and any other charges and Expenses to us) in full before making a bid for the Lot. If you are a successful Bidder, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered Buyer will not be accepted. Bonhams reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer. You may electronically transfer funds to our Trust Account. If you do so, please quote your paddle number and invoice number as the reference.

Our Trust Account details are as follows :

Bonhams 1793 Limited
National Westminster Bank Plc
PO Box 4RY
250 Regent Street
London W1A 4RY
United Kingdom

Bonhams 1793 Limited
Account Number: 550/02/28613430
Sort Code: 56-00-27

IBAN Number: GB13NWBK60721128613430
SWIFT Code: NWBKGB2L

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment by telephone: may also be accepted up to €5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

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

Lots shall only be delivered after receipt of cleared funds.

All invoices will be sent by email where possible, or by post on the next work.

Pre-emption

The French state has a right of pre-emption on movable property put up for sale at public auctions. This right shall be effected via a representative of the State who is present in the room. Thus, the State takes the place of the last bidder and has fifteen days to confirm this right of first refusal. Bonhams cannot be held responsible for the exercising of this right by the French state.

Reserve price

The reserve price is the confidential minimum price below which the lot shall not be sold. In accordance with article L 321-11, paragraph 2 of the Commercial Code, it cannot be above the minimum of the estimate indicated in the catalogue. Certain lots may be put forward without reserve and they shall be marked "without reserve".

TVA

As a general rule, Bonhams will submit the sale of lots to TVA depending on the margin scheme. If the lot sold is exported to a country outside the E.U., the owner must notify the auctioneer as soon as the lot is sold. If the buyer does not entrust the export formalities to Bonhams, he must pay the TVA amount due by Bonhams at the moment where the company presents him with the invoice. The amount will be returned to the buyer once he has provided Bonhams with a copy of the EX1 export document stamped by the customs within a month starting from the date indicated on the invoice. When the buyer is TVA - registered with a country that is another member of the EU, the sale can only be exempted from TVA if the buyer requests it, and if Bonhams holds sufficient documentary evidence regarding the dispatch of the good sold from France to the other member-country. Bonhams takes no responsibility for the juridical and legal consequences of a buyer's false declaration.

Informations Importantes Aux Acheteurs

Conditions de vente

Les rapports entre Bonhams et les acheteurs sont soumis aux conditions générales imprimées à la fin de ce catalogue. La vente se déroulera en français qui est la langue qui fait autorité d'un point de vue juridique. Les lots sont décrits en langue française. La traduction des descriptions en langue anglaise n'est donnée qu'à titre indicatif. En cas de litige, seule la description des lots en français sera prise en compte.

Enchères

Ventes live & ventes Hybrides

Les enchères peuvent être portées directement dans la salle par un enchérisseur dûment enregistré mais également au moyen d'un ordre d'achat ou par téléphone. Les enchères seront closes lorsque le commissaire-priseur aura simultanément donné un coup de marteau et prononcé le mot 'adjugé'.

Quelle que soit la forme de la vente, toute personne désireuse d'enchérir sera tenue avant la vente de remplir auprès de Bonhams un formulaire d'enregistrement. Elle remettra à Bonhams une pièce d'identité ainsi que ses références bancaires. Le formulaire dûment rempli, signé et daté sera remis à Bonhams avant que la vente ne commence et un numéro d'enregistrement sera affecté à chaque enchérisseur potentiel. Bonhams se réserve le droit, à son entière discrétion et par l'intermédiaire du commissaire-priseur habilité, de refuser à toute personne la participation aux enchères.

Estimations

Les estimations fournies par Bonhams le sont à titre indicatif et ne peuvent être considérées comme une quelconque garantie d'adjudication. Elles n'incluent ni les frais d'adjudication à la charge de l'acheteur, ni les taxes supplémentaires. La conversion des estimations dans une monnaie autre que l'euro a pu être arrondi et le taux de change utilisé a pu changer depuis la préparation du catalogue. Certains lots portent la mention 'estimation sur demande', pour cela il convient de contacter une personne du département concerné.

Exposition publique

Dans le cas des ventes en Ligne, les Lots sont visibles sur leur lieu de stockage, sur rendez-vous exclusivement, pris auprès du département concerné.

Frais d'adjudication à la charge de l'acheteur

Il est également rappelé aux acheteurs qu'une prime d'achat de 15% HT est payable sur chaque lot de véhicule dans la vente. Il est rappelé aux acheteurs que pour les lots d'automobilia une prime d'achat de 27.5% HT est d'application sur les premiers €3,000 au marteau, 25% HT entre €3,001 et €400,000, 20% HT entre €400,001 et €4,000,000 au marteau et 13.9% HT sur la différence au dessus. La TVA au taux normal est prélevée sur les frais acheteurs par tous les acheteurs.

Certificat d'exportation

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

Lots hors catalogue

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

Rapport d'état

Pour la plupart des lots, vous pouvez demander à Bonhams un rapport sur l'état général du lot. Si vous le faites, ce rapport sera fourni gratuitement par Bonhams au nom du vendeur. Comme ce rapport est offert en supplément et gratuitement, Bonhams ne conclut pas de contrat avec vous en ce qui concerne le rapport d'état et n'assume donc aucune responsabilité envers vous à cet égard. Le rapport d'état représente l'opinion raisonnable de Bonhams quant à l'état général du lot dans les termes indiqués dans le rapport particulier, et Bonhams ne représente ni ne garantit qu'un rapport d'état inclut tous les aspects de l'état interne ou externe du lot. Le vendeur ne doit ni n'accepte de vous devoir, en tant qu'enchérisseur ou acheteur, aucune obligation ou devoir concernant ce rapport gratuit sur un lot, qui est disponible pour votre propre inspection ou pour une inspection par un expert mandaté par vous.

Mise à prix

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

Ordre d'achat

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

Paiement

Avant d'enchérir, il est important de vous assurer que vous avez des fonds disponibles afin de pouvoir procéder au paiement du lot et de la prime d'achat à la charge de l'acheteur (plus la TVA et autres frais et charges). L'acheteur devra régler immédiatement le prix d'achat global comprenant le prix d'adjudication ainsi que les frais et taxes applicables avant 16h30 deux jours ouvrés après la vente afin que les sommes soient encaissées au huitième ouvré après la vente. Le nom du titulaire des moyens de paiement doit correspondre au nom inscrit sur la facture. Tout paiement figurant un nom différent que celui de l'acquéreur ne sera pas accepté. Bonhams se réserve le droit de modifier les conditions de paiement à tout moment.

Nous recommandons le paiement par virement bancaire : vous pouvez procéder à un virement électronique sur notre compte fiduciaire. En ce cas, merci de bien vouloir mentionner votre numéro d'enchérisseur, le numéro de facture ainsi que la référence.

Nos coordonnées bancaires sont les suivantes :

Bonhams 1793 Limited
National Westminster Bank Plc
PO Box 4RY
250 Regent Street
London W1A 4RY
United Kingdom

Bonhams 1793 Limited
Account Number: 550/02/28613430
Sort Code: 56-00-27

IBAN Number: GB13NWBK60721128613430
SWIFT Code: NWBKGB2L

Le montant reçu par virement bancaire ne doit pas être inférieur à celui mentionné sur la facture, après déduction des charges bancaires.

– Paiement par téléphone

Un montant maximum de 5000€ sera accepté, après des procédures de vérification adéquates. Les nouveaux acheteurs sont exclus de ce mode de paiement. Si la somme due est supérieure au montant maximum indiqué, le solde devra être réglé par un autre mode de paiement. Le nom du titulaire des moyens de paiement doit correspondre au nom inscrit sur la facture.

Les lots ne seront délivrés qu'après encaissement effectif des paiements. Toutes les factures seront adressées à l'acheteur par email et fax ou par courrier le lendemain de la vente.

Préemption

L'état français dispose d'un droit de préemption sur les biens meubles présentés en vente aux enchères publiques. L'exercice de ce droit s'effectue par l'intermédiaire d'un représentant de l'Etat présent dans la salle. L'Etat se substitue alors au dernier enchérisseur et dispose de quinze jours pour confirmer ce droit de préemption. Bonhams ne pourra être tenu responsable de l'exercice de ce droit par l'Etat français.

Prix de réserve

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

TVA

En règle générale, Bonhams soumettra la vente des lots à TVA selon le régime de la marge. Lorsque le bien vendu doit être exporté vers un pays tiers à l'Union Européenne, l'acheteur doit le signaler au commissaire-priseur habilité auprès de Bonhams dès que le bien lui a été adjugé. Si l'acheteur ne confie pas à Bonhams les formalités d'exportation, il devra verser le montant de la TVA à Bonhams au moment où ce dernier lui remettra le bordereau de vente. Le montant sera restitué à l'acheteur lorsque ce dernier aura fait parvenir à Bonhams l'exemplaire EX1 d'exportation visé par la douane du point de sortie dans le délai d'un mois à compter de la date du bordereau de vente. Lorsque l'acheteur est identifié à la TVA dans un autre état membre de l'Union Européenne, la vente est exonérée de TVA que si l'acheteur le demande et si Bonhams détient des justificatifs suffisants de l'expédition du bien vendu de France vers l'autre état membre. Bonhams décline toute responsabilité sur les conséquences juridiques et fiscales d'une fausse déclaration de l'acheteur.

Notice Collections, transport and storage

Purchases will only be released when cleared funds are received in full. Collections must be arranged with Bonhams staff.

All motor cars will be removed immediately after the Sale (the evening of the sale from 9pm) to a temporary secured storage close to Nice by MENAKLARS at the Buyers' expense and risk. An uplift charge will be automatically added on the Bonhams Buyer's invoice.

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

This applies whether they are to be collected by an appointed transporter or in person. Bonhams staff will be on site from Saturday 24 until Monday 26 April 12noon.

Thereafter, all vehicle collections must be coordinated via our transport representatives, details of which can be found below.

All Buyers should contact Pierre Tirone or Freddie Wood at the Bonhams office to give instruction, or to seek further information.

Contact

Pierre Tirone	Freddie Woodd
pierre.tirone@bonhams.com	freddie.woodd@bonhams.com
+32 472 35 49 45	+33 (0) 6 66 01 91 03

The uplift and storage costs are outlined on this page.

Buyers should satisfy themselves that they have received all relevant registration and logbooks, documents and keys relating to their Lot(s) at the time of collection. It is strongly advised that overseas purchases and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

Important Notice:

The storage facility will remain operational until 14 May 2021. Any vehicle not collected by this time will be removed and transported by CARS Europe to a permanent storage facility in the Netherlands at the customer's expense.

Removal and Storage of Vehicles

All lots in accordance with the above will be moved to local storage. Lots are at the Buyer's risk from the fall of the hammer.

Administration & uplift charges

€350.00 + Vat per Motor Car for transfer to storage close to Nice.

Storage charges from Saturday 24 April 2021

€40.00 + Vat per car and per day

Transport and Shipping

Representatives of MENAKLARS and CARS Europe will be at the sale and can arrange national and international transportation for the Buyer or the seller (as the case may be) although you are free to make your own transport arrangements.

CARS
(Classic Automotive Relocation Services)

Contact: David Brown
+44 (1) 284 850 950
+44 (0) 7944 104 263
david@carseurope.net

MENAKLARS
Contact: Diana Varga
+39 059822864
++39 3497559207
diana.varga@menaklars.com

Payment for storage must be made direct to

Transports Roger BENAÏM

Contact: Frank or Anthony

+33 (0)6 16 01 16 01
frank@rogerbenaim.com
+33 (0)6 64 04 27 37
anthony@rogerbenaim.com

Customs

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

CARS
(Classic Automotive Relocation Services)

Contact: David Brown
+44 (1) 284 850 950
+44 (0) 7944 104 263
david@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.

Avis

Delivrance, transport et gardiennage des lots

Les lots ne seront délivrés qu'après encaissement effectif des paiements. Les enlèvements doivent être organisés avec le personnel de Bonhams.

Toutes les voitures seront transférées par MENAKLARS, aux frais et risque des acheteurs, immédiatement après la vente (le soir de la vente à partir de 21 heures) dans un garage temporaire sécurisé situé près de Nice. Les frais de transfert seront automatiquement ajoutés sur la facture d'achat Bonhams.

L'enlèvement des voitures se fera uniquement sur rendez-vous, dont la demande aura été faite au minimum 24h à l'avance, par transporteur ou par l'acquéreur en personne. L'équipe de Bonhams sera sur place du samedi 24 au lundi 26 avril jusqu'à 12h.

Après cette date, tous les enlèvements devront être organisés avec les représentants des transporteurs, dont les coordonnées sont ci-dessous.

Tous les acheteurs devront contacter Pierre Tirone ou Freddie Woodd au bureau de Bonhams pour donner leurs instructions ou obtenir de plus amples informations.

Contact

Pierre Tirone pierre.tirone@bonhams.com +32 472 35 49 45	Freddie Woodd freddie.woodd@bonhams.com +33 (0) 6 66 01 91 03
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Si aucun arrangement n'a été pris, tous les véhicules seront transférés par CARS Europe aux frais et aux risques des acheteurs. Les frais de transfert et de gardiennage sont détaillés sur cette page.

Les frais d'enlèvement et de stockage sont indiqués sur cette page.

Les acheteurs devront s'assurer eux-mêmes au moment du retrait de leur véhicule qu'ils sont en possession de tous les documents, « log book » et clés, inhérents à leur(s) lot(s). Il est fortement recommandé pour les acheteurs étrangers et pour les ordres d'achat que vous preniez vos dispositions concernant un enlèvement avant la vente.

Notice importante

Le stockage sera possible jusqu'au vendredi 14 mai 2021. Tous les véhicules qui n'auront pas été enlevés à cette date seront transférés et transportés par CARS Europe pour entreposage aux Pays-Bas.

Déplacement et gardiennage des véhicules

Tous les lots correspondants à ce qui est indiqué ci-dessus seront déplacés vers un garage temporaire à Nice. Les lots sont sous la responsabilité des acheteurs dès le tomber du marteau.

Frais administratifs et d'enlèvement

350€ +TVA par voiture pour le transfert vers le garage temporaire près de Nice.

Frais de gardiennage à partir du samedi 24 avril 2021

40€ +TVA par jour et par voiture

Transport et expédition

Les représentants de MENAKLARS et de CARS Europe seront présents à la vente et pourront organiser les transports nationaux comme internationaux pour les acheteurs comme les vendeurs (le cas échéant) bien que vous restiez libre de prendre vos propres dispositions de transport.

CARS
(Classic Automotive Relocation Services)
Contact: David Brown
+44 (1) 284 850 950
+44 (0) 7944 104 263
david@carseurope.net

MENAKLARS
Contact: Diana Varga
+39 059822864
+39 3497559207
diana.varga@menaklars.com

Le paiement pour les frais de gardiennage doit être fait directement auprès de
Transports Roger BENAİM
Contact: Frank or Anthony
+33 (0)6 16 01 16 01
frank@rogerbenaim.com
+33 (0)6 64 04 27 37
anthony@rogerbenaim.com

Douanes

Pour toute demande concernant les douanes, qu'elles soient administratives ou légales, veuillez contacter:

CARS
(Classic Automotive Relocation Services)
Contact: David Brown
+44 (1) 284 850 950
+44 (0) 7944 104 263
david@carseurope.net

Assurance après la vente

Nous rappelons aux acheteurs que les véhicules sont sous leur responsabilité depuis le tomber du marteau. Il relève de leur responsabilité d'avoir mis en place la couverture d'assurance adéquate.

Specialists | Motor Cars



Philip Kantor



Paul Darvill



Gregory Tuytens

Europe



Paul Gaucher



Gregor Wenner



Hans Schede

**European
Motor Cars**
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Tim Schofield



Sholto Gilbertson



Guy Newton



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West Coast USA



Jakob Greisen



Mark Osborne

**West Coast
Motor Cars**
7601 W.Sunset Blvd
Los Angeles, CA 90046
+1 (415) 391 4000
usacars@bonhams.com

East Coast USA



Rupert Banner

**East Coast
Motor Cars**
580 Madison Avenue
New York, NY 10022
+1 (212) 461 6514
usacars@bonhams.com

Motor Cars

14:00

Lots 101 - 132

Further images of each lot can be
found at: www.bonhams.com/26125



101

1967 HONDA Z50M 'MONKEY BIKE'

Frame no. Z50M-101569

Engine no. Z50ME-101619

With the launch of the Z100 in 1961, Honda created the class of motorcycle known as 'Monkey Bikes', so called because of their diminutive stature. They were originally intended for children to ride at amusement parks, and only later did Honda develop a road-going version. The engine was the C100 step-thru moped's reliable four-stroke single, while an ultra-short wheelbase, 5" wheels and a lack of suspension were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car.

The machine offered here is an example of Honda's first commercial 'Monkey Bike' design, the Z50, the first road model to be sold in Japan. The Z50M featured the overhead-camshaft engine from the C50 step-thru moped and was made in various forms in 1967. Built for the Japanese market, this example benefits from an 'A+' restoration and is ready to use, having been rebuilt using only NOS and OEM Honda parts (it still retains its original and rare tartan seat). Offered with Belgian registration papers.

€8,000 - 10,000

No Reserve



102

1974 HONDA Z50J '30TH ANNIVERSARY' MONKEY BIKE

Frame no. Z50J-2404906

Engine no. AB27E-1018615

An important milestone in Monkey Bike development was reached in 1974 with the introduction of the Honda Z50J (as seen here), which featured front and rear suspension like a 'proper' motorcycle.

Thirty years on from the launch of the Z50M, the first road model to be sold in Japan, Honda introduced the limited edition Z50J 30th Anniversary model for the Japanese market only.

Showing zero kilometres on the odometer, this excellent example benefits from an 'A+' restoration and is ready to use, having been rebuilt using only NOS and OEM Honda parts (it still retains its original and rare tartan seat). Offered with Belgian registration papers.

€8,000 - 10,000

No Reserve



103

2000 HONDA Z50J 'MILLENNIUM' MONKEY BIKE

Frame no. AB27-1004822

Engine no. AB27E-1004801

The machine offered here is an example of the rare, limited edition Millennium model, only 3,000 of which were built in the year 2000. Un-restored and described by the vendor as in excellent condition, having covered only 3,939 kilometres from new, this highly collectible Monkey is offered with Belgian registration papers.

€6,000 - 7,500

No Reserve



104

2003 HONDA Z50J 'CBX' MONKEY BIKE

Frame no. Z50J-2111357

Engine no. AB27E-1201477

The Monkey Bike soon attracted the attention of collectors worldwide, and Honda was not slow to cash in on enthusiasts' passion for these charming little machines by introducing a succession of limited edition models, that offered here being inspired by Honda's larger CBX range. Un-restored and described by the vendor as in very good condition, having covered only 6,159 kilometres from new, this highly collectible Monkey is offered with Belgian registration papers.

€6,000 - 7,500

No Reserve



105

2001 HONDA Z50J 'BABY TRACKER' MONKEY BIKE

Frame no. AB27-1105222

Engine no. AB27E-1016236

The machine offered here is an example of the rare, limited edition Baby Tracker model. Un-restored and described by the vendor as in very good condition, having covered only 2,083 kilometres from new, this highly collectible Monkey is offered with an owner's manual, service manual, and Belgian registration papers.

€6,000 - 7,500

No Reserve



106

2004 HONDA Z50J 'FREDDIE SPENCER' MONKEY BIKE

Frame no. AB27-1500960

Engine no. AB27E-1200927

The machine offered here is an example of the rare, limited edition 'Freddie Spencer' model, only 2,500 of which were built. The Freddie Spencer took its name from the eponymous American motorcycle racer and three-time World Champion for Honda, who secured his first world title (in the 500cc class) in 1983, his second year in the competition. He was World Champion again in the 500cc category in 1985 and took the 250cc crown that same year, the last occasion that a single rider has won more than one World Championship in a given year. Spencer also won the prestigious Daytona 200 in 1985, and the Monkey's colour scheme echoes that of his winning Honda CB750F.

Un-restored and described by the vendor as in very good condition, having covered only 2,083 kilometres from new, this highly collectible 'Monkey' is offered with Belgian registration papers.

€8,000 - 10,000

No Reserve



107

1968 FIAT 500 F "ALBARELLA"

Coachwork by Carrozzeria Savio

Chassis no. 1727461

- One of approximately 20 examples believed ever produced
- Single family ownership from new
- Highly original condition
- Italian registration with roadworthiness certificate valid until July 2021



In 1967 Savio introduced the 'Albarella' (the name comes from a private island situated in the lagoon south of Venice), built on the Fiat 500 F platform. It was produced in very small numbers (some publications refer to a mere 20 examples in total) as the price was not competitive with its bigger engined sister.

First registered on July 12, 1968 the car on offer has been in the same Italian family ownership since new; the first owner was the uncle of the actual owner, under whose name the car is registered since 1975.

The car was kept in the family holiday villa along the Adriatic Sea, always stored in the garage. It has been used as transport every year in the summer season by the family members to go from the villa to the beach. It served very well for the last 53 summers, as the Fiat 500 mechanics are bullet proof (being a 2-cylinder air cooled engine) and very reliable. It only requires a well charged battery and fuel to perform on the button.

The car was never restored, still shows the original paint with some patina, is in sound condition: only the soft top was replaced some years ago, it is fitted with safety belts and is in good running condition.

Very rare, small (it is less than 3 meters long), it is the perfect and fun commuter from a home on the seaside or for placing on or near a motor yacht, always ready to provide fun to its driver and to the curious among the onlooking crowd.

€15,000 - 25,000

No Reserve

108

First owned by Piero Lardi Ferrari

1983 FERRARI 400i GT 2+2 COUPÉ

Chassis no. ZFFEB07B000046017

- Delivered new from the factory to Ing. Piero Lardi Ferrari, Enzo Ferrari's second and only living son
- The only example to feature third rear seat instead of the central armrest on the rear bench, believed especially ordered by Piero Lardi
- Originally Blu Ribot with beige interior
- Desirable manual gearbox and fuel injection
- Sold through famous Belgian Ferrari importer Jacques Swaters of Garage Francorchamps in 1986
- Period photograph with Piero Lardi and this Ferrari 400i, as well as Francorchamps' invoice on file
- Only three registered owners from new, the last one for over 30 years
- Highly original example



One of only 571 manual transmission examples out of 1,810 (carburettor and injection) models produced, chassis number '46017' was delivered new to Ing. Piero Lardi, as confirmed by factory correspondence on file. It is believed this is the only Ferrari 400 with an optional third rear seat (or higher centre console) replacing the standard central armrest. A photograph of Piero Lardi behind the wheel is on file, taken in 1983 at Imola by Marcel Massini. We have been advised that Piero Lardi travelled some 35,000 kilometres with his 400i between 1983 and 1986.

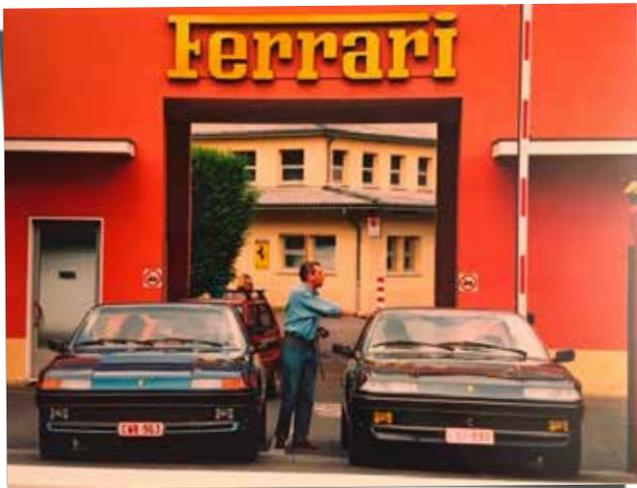
In 1986 Piero Lardi sold the Ferrari to Jacques Swaters of the famous Garage Francorchamps in Brussels, Belgium. Philippe Lancksweert remembers driving the car back from Italy to Belgium for Garage Francorchamps but more importantly he remembers Jacques Swaters driving the Ex-Piero Lardi 400i to Hungary for the first Grand Prix at the Hungaroring near Budapest. In October 1986, Jacques Swaters sold the car to a Belgian lady residing in Monaco, at which time the odometer reading was 43,177 kilometres. The car was used frequently and only two years later had covered some additional 60,000 kilometres.

In January 1989 the Ferrari was sold again, on this occasion through Ferrari Garage Monza in Ghent to the current lady owner with a genuine 106,000 kilometres recorded. Currently showing 118,000 kilometres on the odometer (12,000 kilometres in more than 30 years), the car is now being used much less frequently, which is why it is looking for another custodian.





Piero Lardi Ferrari behind the wheel of his 400i in 1983, Imola © Marcel Massini



The Ferrari 400i in front of the factory with the current owner some 30 years ago.



Piero Lardi Ferrari with his 400i in 1983, Imola. © Marcel Massini



The Ferrari has always been serviced with Garage Monza since 1989, as confirmed by them (some older invoices are on file). It has a lovely original interior and is presented in good, unmolested original condition, benefiting from professional detailing carried out recently. The car comes with the following:

- Correspondence between Garage Monza and the Ferrari factory regarding the car's history.
 - Correspondence with Garage Francorchamps dated January 1989 confirming production figures; Piero Lardi Ferrari's ownership; and the approximate odometer reading of 35,000 kilometres in 1986
 - Certificate of Conformity dated 1986 when the car arrived in Belgium with Garage Francorchamps.
 - Sales invoice from Garage Francorchamps to the second registered owner, Mme Doris Helewaut, dated October 1986 (Belgium to Monaco).
 - Sales invoice to the current owner dated January 1989 (Monaco to Belgium).
 - Service invoices: 01/1993 and 07/1997 (replacement timing belts);
 - Dinitrol treatment in February 1990.
 - Spare keys and tool kit.
 - Current Belgian registration documents (please note a clerical error recording the chassis number prefix as 'ZFFGB' instead of the correct 'ZFFEB').
- €65,000 - 95,000**
No Reserve



109

1964 ALFA ROMEO GIULIA 1600 SPIDER VELOCE

Coachwork by Pininfarina

Chassis no. AR1390059

- *Rare late production Spider Veloce variant*
- *Delivered new in Italy*
- *Present ownership since 2017*
- *Extensive investment 2018-2020, with supporting invoices*





Sporting elegant coachwork designed and built by Pininfarina, the 1.3-litre Giulietta Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the Alfa line-up in 1962. Launched at the Monza Autodrome on 27th June that year, the Giulia was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. A bonnet air scoop, necessary to clear the larger engine's taller block, readily identified the new model. The capacity increase boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until replaced by the Duetto in 1966. Towards the end of production, in 1964, the up-rated Spider Veloce was introduced, which came with the Sprint Speciale's 129bhp engine installed, making it the fastest of the mainstream production Giulias.

This restored Giulia Spider Veloce comes with a copy of an Automobile Club d'Italia Foglio Complementare showing that at some time during the 1970s (the date stamps are indistinct) it was registered in Savona to one Italo Faverio, a resident of Celle Ligure. Also on file is a letter (dated February 2015) from Maurizio Minuto, stating that he purchased the Giulia in 1982 (at which time he was an authorised Alfa Romeo dealer) and had used it very sparingly. The Alfa had a total of 8,284 kilometres on the odometer when acquired, which by February 2015 had risen to 22,125.

The car was registered in the UK (as 'PTU 329B') when it was purchased by the current vendor at Bonhams' sale at the Goodwood Revival meeting in September 2017 (Lot 257). Since then the owner has spent €48,471 to bring the Spider up to standard, which included work on the following: fuel system and carburetors; suspension; gearchange linkages; gearbox service and clutch; tyres; and various cosmetic and other improvements including new seat bases and cleaning and preparation of the chassis. Most of the aforementioned works were carried out by Garage des Moneghetti of Beausoleil, France and all the relevant invoices are on file (inspection recommended).

Described by Cars Illustrated as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now, especially in its ultimate Veloce specification, as seen here.

€90,000 - 120,000

1967 CITROËN DS21 DÉCAPOTABLE

Chassis no. 4600088

- One of the 20th Century's most iconic cars
- Built to Canadian export specification
- Professionally restored 2010 (body) and 2015 (mechanicals)
- Present private ownership since 2014
- Chapron certification and Citroën archive extract on file



Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the strikingly styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch, and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in top-of-the-range models until earlier this year. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. (Chapron's first convertibles had been produced independently of Citroën, but the factory eventually gave the project its blessing). Citroën's sanctioned Décapotables were built on the longer, stronger chassis of the ID Break (Estate) before being despatched to Chapron for completion.



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

Despite a much-reduced demand for bespoke coachwork after WW2, Chapron survived thanks to his exemplary creations for Delahaye, Talbot and Salmson, switching to offering bespoke versions of unitary construction models when motor manufacturers began to abandon the traditional separate chassis frame. The arrival of the Citroën DS in 1955 presented Chapron with a fresh opportunity that would result in his name being forever linked with this remarkable car. 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 the mid-1970s.

This car is a 1968 model year DS21 Décapotable, chassis number '4600088', built by Citroën in November 1967 and delivered from Henri Chapron's workshop in December 1967. It was specified for Canadian export, with some special features such as cold-weather heating and a more powerful alternator. As a 1968 model it combines the later directional headlamps and green LHM fluid with the early style dashboard and this example also has the desirable Citroën semi-automatic hydraulic gearbox. The car was re-imported into Europe in 2009, and its then owner commissioned a complete restoration of the bodywork from a Citroën specialist in Amsterdam: DS Keyzer. The DS is finished in Bleu Antarctique, an original Chapron colour, while the interior has been re-upholstered in natural leather and a new black hood installed. We are advised by the owner that everything is still in excellent condition. The vendor bought the Citroën from a Dutch dealer, Alex von Mozer of VSOC, in 2014. He thought it would benefit from a complete mechanical restoration and consigned it to Citroën specialist Atelier 524 in Grenoble. Well documented photographically, the work included disassembly and rebuilding of the engine, gearbox, brakes, steering, hydraulic system and electrics, at a total cost of around €45,000 (bills available). Since then the car has been kept at the vendor's home in the South of France and has been used sparingly in the summer months. The DS is registered in France, with a Carte Grise normale. Serviced and issued with a current Contrôle Technique, it comes with attestations of authenticity from Noëlle-Éléonore Chapron and from Citroën Heritage.

€160,000 - 200,000

111

1934 BUGATTI TYPE 57 VENTOUX COUPÉ

Chassis no. 57119

Engine no. 34

- *The first Type 57 Ventoux produced*
- *Rare factory sunroof*
- *Known ownership history from new including many important Bugattisti like the van Ramhorst brothers*
- *Split front axle*
- *Used for the wedding ceremony of François Rinaldi to Caroline Bugatti in 1998*





“The car sped along at 80mph with the comfort and quietness one associates with the Type 57... We were quite willing to believe that Jean Bugatti has achieved the 435 kilometres to Paris in just under 3½ hours in the Type 57 - an average of 77mph...” - *Motor Sport*, May 1939. By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Because of its lengthy run of success, Ettore Bugatti remained stubbornly committed to his single-cam engine, only adopting the more advanced double-overhead-camshaft method of valve actuation, after much prompting by his eldest son Jean, on the Type 50 of 1930. From then on Jean Bugatti took greater responsibility for design, his first car being the exquisite Type 55 roadster. He followed that with a design of equal stature: the Type 57. A larger car than the Type 55, the Type 57 was powered by a 3.3-litre, double-overhead-camshaft straight eight of modern design housed in Bugatti's familiar Vintage-style chassis. The range showed the strong influence of Jean Bugatti and at last gave the marque a *civilised grande routière* to match those of rivals Delage and Delahaye. The Type 57 in all its forms attracted discerning owners who were satisfied only with the best, among them 'speed king' Sir Malcolm Campbell.

The Type 57 attracted coachwork of the finest quality executed in a startling variety of styles but was no mere rich man's plaything, as evidenced by two outright wins at Le Mans. Proof, if it were needed, that ancestral virtues had not been abandoned when creating a car fit to rank alongside Rolls-Royce or Bentley. Its success is revealed by the production figures: some 680 examples of all Type 57 models were produced between 1934 and 1940, and the post-war Type 101 was based on its chassis. However, although many Type 57s were fitted with bespoke bodies, the most popular coachwork was built to Jean Bugatti's designs by the marque's preferred *carrossier*, Gangloff of Colmar, just a few miles from the Bugatti works at Molsheim. One of Jean's own designs was the Ventoux, a two-door four-seat coupé with steeply raked windscreens, which took its name from the forbidding Provençal mountain best known for its role as a regular Tour de France stage and long-established motoring hill climb.



This original Series 1 Type 57 closed coupé is the first Ventoux ever made and the only T57 equipped with a factory-fitted sunroof. '57119' has a continuous provenance and comes with a fully documented inspection and provenance report compiled by Kees Jansen. A highly respected Bugatti expert, Kees Jansen is the author of several Bugatti Registers: the Dutch/Belgian Registers (four volumes) and the fourth volume of the American Bugatti Register. Included with the car is a FIVA identity card and Belgian registration papers.

Rolling chassis '57119' with engine '34' was produced in March 1934. One of the first Type 57s commissioned, it had been ordered on 7th March by a close friend of Jean Bugatti, Jerome Wagner, a brewer in Mutzig. The order was delayed and the factory-built Ventoux coach body, designed by Bugatti employee Joseph Walter and trimmed in *Havane* coloured leather, was finished in June 1934. It had an open roof and three hinges for the doors. The adjustable shock absorbers, which were only available as an option for the early Type 57, were fitted to the car also. This car has the split axle, which was a prototype design only fitted to the first six-or-so cars.

As stated above, this Type 57 was sold directly from Bugatti to Jerome Wagner, the sale being dated 2nd June 1934 in the factory record books. Wagner had already registered the car in Strasbourg as '7372-NV2' on 14th May 1934. He drove the Type 57 for five years until 1939 when it was sold on 11th July to Dr Pierre Muller in Strasbourg, so keeping its license plate. In 1949 the Bugatti was sold to Garage Waeffler, also in Strasbourg. It was then sold to Henri Meurdra in 1950, an enthusiastic *Bugattiste* and trader in Bugattis. Henri Meurdra's family used the car for a wedding in 1950 or '51.

On 14th June 1951 the car was sold to Paris and registered as '1175 AK 75' by the new owner, Geo Lepere. He sold the Type 57 in 1959 to Philippe Berlin in Neuilly-sur-Seine, who reported it to Hugh Conway for inclusion in the second and third editions of the Bugatti World Register. The next owner was Philippe Charbonneaux. In 1965 the Type 57 was sold to the *Bugattisti* van Ramhorst brothers, who drove the car to Holland and restored it. The Type 57 was registered in Holland as 'FS-68-84' in 1965. This Type 57 was a participant at many meetings of the Bugatti Club Nederland and also at the 1975 International Bugatti Rally held in Holland.

In 1984 the Bugatti was sold to France and registered as '6967 TL 67'. The Type 57 ended up with Bernard Meriant, a successful French entrepreneur who also owned the Bugatti Atalante '57432'. He



embarked on another restoration and enlisted the help of the first owner's son, Roland Wagner, president of La Fondation Bugatti, in order to have it restored to its original specification and colour. In 1993 Merian sold the Type 57 to Patrick Friedli, a staunch Bugattiste, who registered it as '967 ZM 67'. When Friedli moved to Beaune in the Côte d'Or in 2008 he registered the car as '1738 XV 21'. Patrick Friedli used the car on many occasions, one of the most important being to drive François Rinaldi to the church for his wedding with Caroline Bugatti in 1998. Patrick owned the Type 57 for almost 20 years before selling it to Bugatti specialist Bruno Vendiesse, who sold it to the present owner. Bruno Vendiesse has known '57119' for many years and Bonhams would like to thank him for his assistance in preparing this description.

This exceptionally well-documented Type 57 Ventoux would be an ideal candidate for touring, rallies, leisure driving and any of the world's most prestigious concours events: Pebble Beach, Villa d'Este, Amelia Island, etc. An enticing prospect for the fortunate next owner.

€350.000 - €450.000

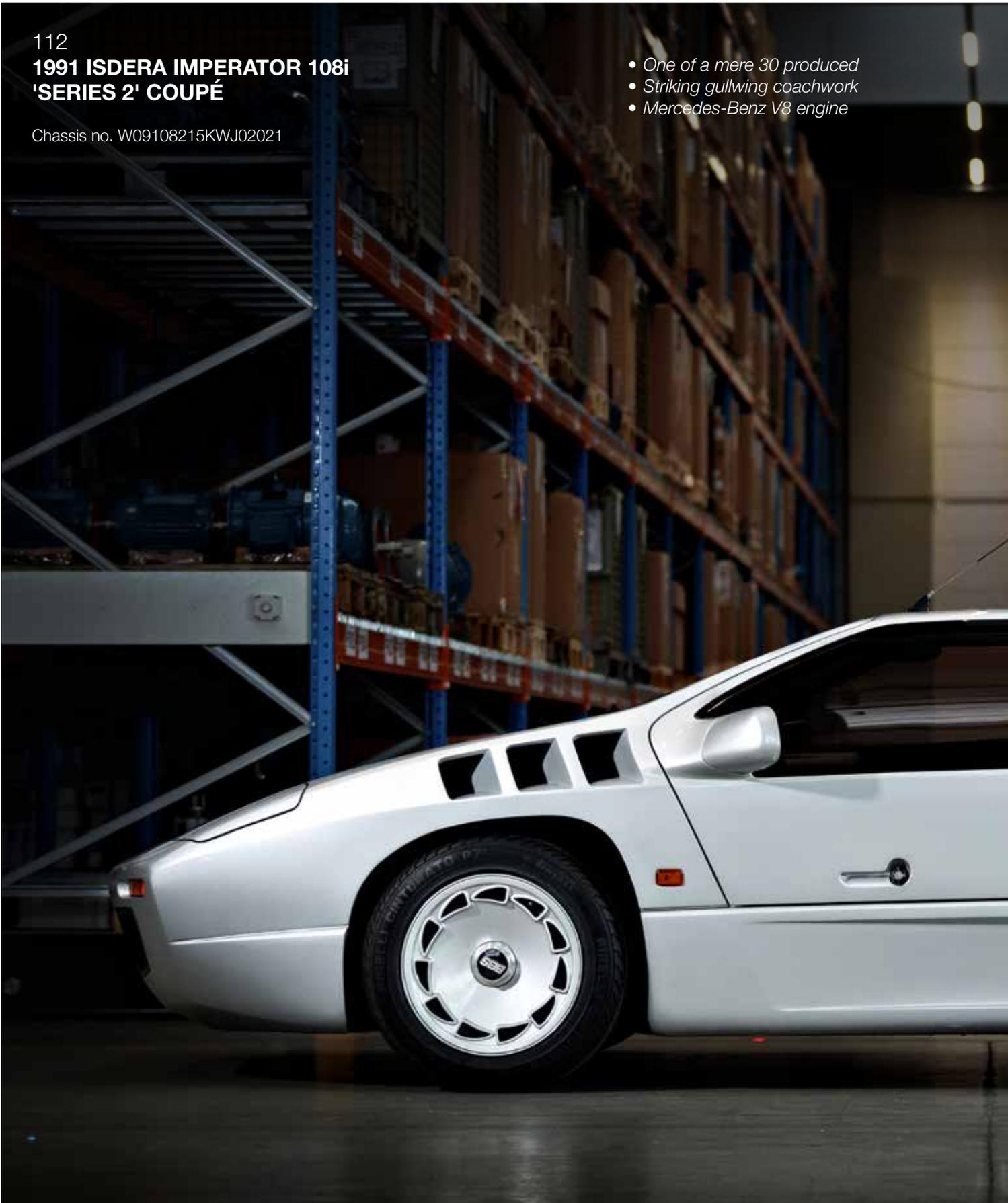


112

**1991 ISDERA IMPERATOR 108i
'SERIES 2' COUPÉ**

Chassis no. W09108215KWJ02021

- *One of a mere 30 produced*
- *Striking gullwing coachwork*
- *Mercedes-Benz V8 engine*









"The goal was not just to be different, to satisfy the incessant desire for more polarising concept cars. We built real cars with unique tangible solutions. Timeless in their execution, imbued by our desire to push innovation forward." – Isdera AG.

Supercars don't get much rarer or more exclusive than this Isdera Imperator 108i, which is the only one exported new to Japan out of a total of only 30 produced in both series. The Imperator 108i was born out of the Mercedes-Benz CW311 concept car of 1978, which Eberhard Schulz, who had worked as a design engineer for Porsche, designed in his free time. Mercedes had no interest in putting the CW311 into production but did not stand in Schulz's way when he established his own company, Isdera, to produce the car. Founded in Leonberg, Germany in 1981, the firm takes its name from the portmanteau for 'Ingenieurgesellschaft für Styling, Design und Racing' (Engineering Company for Styling, Design and Racing). Schulz's first vehicle design, the Erator GTE, had appeared in 1969 and the first model produced by Isdera would be the Spyder 033 of 1982.

The Imperator 108i was produced to individual customer order from 1984 to 1993. Little was changed from the CW311 concept car, the most noticeable alterations being fixed headlights, replacing the original pop-ups, and more conventional taillights, the latter sourced from Mercedes-Benz. Featuring gullwing doors, the glassfibre body was bonded to a tubular steel spaceframe, and like the early Lamborghini Countach employed a rear-view periscope in place of a conventional mirror. Inside, the luxurious interior incorporated components sourced from the Porsche 928.

The original Imperator 108i was powered by a 5.0-litre, 296bhp Mercedes-Benz M117 V8 engine, driving via a ZF five-speed manual gearbox. A top speed of 283km/h was claimed, with the 0-100 km/h dash achieved in 5.1 seconds. Other Mercedes-Benz engines were used in later examples. The Imperator's suspension was pretty much the norm for a 1990s supercar: coil-sprung independent all round by double wishbones at the front, with upper and lower transverse links at the rear. There were, of course, disc brakes all round and the Imperator came with power-assisted steering as standard. In 1991, the Imperator received a facelift that saw pop-up headlights return and the body restyled along less angular, more curvaceous lines.





Vents were added above the front wheel arches and the wide bonnet scoop replaced with a single offset NACA duct. At the same time the front grille was redesigned, and the front indicators moved to the wing extremities. Published figures vary with regard to how many of these 'Series 2' cars were made, ranging from 13 to 17.

An exclusive supercar for the connoisseur, the 'Series 2' example offered here was built in left-hand drive configuration and the Japanese customer chose Mercedes-Benz's traditional 'Silver Arrows' livery for his car, contrasting with the black leather interior. Little else is known of this Emperor's history prior to its registration in the UK on 1st December 2016 (UK V5C document available). The car was subsequently sold to the current vendor in Germany and partially restored by MePoRes F. Ulbricht GmbH in October 2017 and Fehr Sportscars Germany at a cost of about €130,000. Their detailed invoice is on file and the car also comes with various subsequent service invoices and Isdera's dating letter signed by Eberhard Schulz himself. A guaranteed head-turner at any gathering, this beautiful Isdera Emperor represents possibly a once-in-a-lifetime opportunity to own one of the most exclusive supercars of recent times.

€500,000 - 700,000



114

1947 CISITALIA D46 MONOPOSTO

Chassis no. 0032

Engine no. 383893

Original engine no. 0010 (sold with the car – See text)

- *Rare Monoposto from a renowned post war marque*
- *Eligible for a host of prestigious events worldwide*
- *Transparent and known history*
- *One of fourteen examples built of which twelve are known to survive*





Italy's now legendary, pioneering post-war competition car constructor Piero Dusio established his renowned Cisitalia company in Turin in 1946 – very much encouraged and abetted by dynamic racing driver/engineer Piero Taruffi. Dusio was already a successful industrialist and he hired another exceptionally bright young engineer named Dante Giacosa to design and build for him what would be, in effect, a 'poor man's racing car. It was to be a true centerline single-seat open-wheeled racing car, created around basically Fiat production components to minimise its cost and Dusio conceived running a flotilla of the cars as a kind of 'circus', traveling not only around Italy but also around Europe and the wider world beyond to resume profitable motor racing as quickly as possible in spite of post-war austerity and profound recession.

The little Cisitalia D46 as penned by Giacosa was a revelation – introducing what would become the modern form of multi-tubular 'spaceframe' chassis construction to maximize rigidity while minimizing weight – thereby to obtain the best performance possible from the mildly tuned Fiat 1100cc 4-cylinder engine chose for motive power. The rigid chassis would also offer good standards of road holding and cornering power, and the D46 – from 'Dusio 1946' - proved highly successful and the Cisitalia 'circus' races, in which competition between the top drivers contracted was intensely serious and genuine, proved tremendously popular to a public starved of sporting spectacle and light relief. The Cisitalia D46 made its debut in Turin in September 1946 with Dusio winning and the great French Champion Louis Chiron third. Later that year Tazio Nuvolari finished second place in a D46 at Mantua.

In 1947 Taruffi won 1100cc class Italian Championship in a D46, Felice Bonetto was almost as successful in the cars, and other D46 stars included Achille Varzi and even Britain's George Abecassis. Dusio ran an all-Cisitalia race in Cairo, Egypt, which saw Franco Cortese victorious from Alberto Ascari and Taruffi. The fleet of D46s continued racing in Italy through 1948 but early in 1949 Dusio's empire collapsed. Carlo Abarth was prominent in keeping some D46s active into 1950, while Frank Kennington brought the first D46 into England, racing it in Goodwood.

According to Adriano Cimarosti, a Cisitalia authority, this is the ex-Grand Prix de Bern car #48, driven by Harry Schell for the Horschell Racing Corporation. In 1950, the car belonged to 'Ecurie de Paris'. Afterwards, it was exported to Australia where several of its owners had already made their names in sport car racing (full ownership history in file).

The car came back to Belgium in the 1960's and had been bought by Paul Swaelens who kept it more than forty years. In 2003, this very nice Cisitalia has been bought by the current vendor and has been comprehensively restored keeping 0032 body panels.

Currently fitted with a prepared Fiat 1100B engine, the car comes with its original engine 0010. Ready to be enjoyed and regularly campaigned at Chimay racetrack (Belgium - 2006), Vigeant racetrack (France – 2008), Grand Prix de Bruxelles and Rochefort (Belgium – 2011 and 2013) and registered by the Cisitalia International club, this is a rare opportunity to acquire a very well documented and authentic 40's monoposto.

€150,000 - 200,000

115

1973 FERRARI DINO 246 GTS

Chassis no. 05508

Engine no. 135 CS 10887

- Rare original colour combination
- Matching numbers engine and chassis
- Professionally restored to European specification in Italy in 2016
- Used sparingly since restoration
- Ferrari Classiche certified





According to the accompanying Ferrari Classiche certification, this stunning Dino 246 GTS was delivered from the factory in May 1973 to Chinetti Garthwaite Imports Inc, the famous East Coast USA importer owned by racing driver and NART founder, Luigi Chinetti. The specified colour was nocciola metalizzato (hazelnut metallic) with a contrasting black leather interior. The Ferrari Classiche certification, issued in 2016, also confirms that the engine is the original unit fitted to this car. According to the reference book for the model, "The Dino Compendium" by Matthias Bartz, only 72 Dinosaurs were finished in this colour.

After its early life in the USA the Dino returned to Europe via France and then relocated to its native Italy in 2001. At this point the car was yellow. The current owner, a lifelong Ferrari enthusiasts, commissioned extensive works to bring the car back to its former glory, having discovered that the original colour was the stunning nocciola metalizzato, a rare and at the same time most elegant choice, especially combined with the black leather interior.

A mechanical inspection and overhaul was carried out by SaMoCar, the Rome-based Ferrari and Maserati concessionaire, in 2015 for just under €10,000 (invoice on file) while the bulk of the work was entrusted to the officially authorised Ferrari workshop Rosso Monza, now based in Arcore near Milan. Rosso Monza was also commissioned to obtain the Ferrari Classiche certification.

As the car was to be certified as the European version, Rosso Monza removed all mechanical parts including the engine and sent the bodyshell to Ferrari in Maranello to have the rear frame modified appropriately. Back at Rosso Monza, the body was repaired wherever necessary and professionally repainted in the original colour. The total cost all of these works, carried out in 2016, amounted to more than €80,000 (list on file). Following completion, '05508' was awarded the cherished Ferrari Classiche certification and Certificate of Authenticity.



The car comes with the aforementioned certification; copies of invoices; tool kit; original spare parts catalogue; original operating, maintenance and service handbook; additional instruction booklet for the USA version; original booklet with addresses of main dealers and service stations (the brochures are in an original Dino leather pouch); and Italian registration documents.

Having been used sparingly since restoration, the Dino is described by the vendor as in excellent condition throughout. An opportunity not to be missed for the discerning Ferrari collector.

€300,000 - 350,000



116 *

AMOC Volz and Club Trophy-winning

1968 ASTON MARTIN DB6 VOLANTE

Coachwork by Superleggera

Chassis no. DBVC/3682/R

Engine no. 400/3475

- *Delivered new in the UK*
- *Factory-fitted five-speed manual gearbox and power assisted steering*
- *Matching numbers engine and chassis*
- *Engine fully rebuilt by Aston Martin Works in February 2021*





A five-speed manual transmission model factory-fitted with the optional power-assisted steering, this DB6 Volante was first registered on 9th May 1968. The accompanying copy guarantee form reveals that '3682/R' was also delivered with the 3.7:1 ratio rear axle and limited-slip differential; chrome road wheels; three-ear hubcaps; Motorola radio (with power aerial); front and rear seat belts; tonneau cover in tan Everflex; and two detachable headrests. The UK registration was originally 'SJD 3F', subsequently 'TYF 942F'.

Its first owner, one Stuart Stanton of London NW1, kept the car until 1976 when it was purchased on 16th February that year by the second owner, Mr Anthony Hitch of London NW10. The third owner, P Karsten, acquired the Volante on 20th January 1981 and would keep the car until May 2008 when it was sold at Bonhams' auction at Aston Martin Works (Lot 304). At that time the DB6 came with comprehensive history file of all bills for service and restoration work totalling well over £40,000, covering the period from 1977 to 2008. All mechanical work had been done by official Aston Martin Service Dealers, principally Ian Mason and Chiltern Aston following Ian Mason's retirement. Sadly, original copies of this history have since been lost.

In addition to routine servicing, major work included repairs to bodywork as necessary and a full bare-metal re-spray by Crailville Motors/Pulborough Coachworks in 1981. Maintenance carried out by Ian Mason included an engine rebuild and fitting a Vantage inlet camshaft; complete suspension and brake rebuild incorporating a Harvey Bailey Handling Kit; complete chassis/sill rebuild; and fitting a new radiator, water pump, oil cooler and replacement SU carburetors (x3). Following the engine rebuild in 1981, some 12,000-or-so miles had been covered by the time the Aston was sold in May 2008. In April 2008 (at 83,503 miles) a thorough inspection/report and full service, including replacing the water pump and changing the brake and clutch fluid had been carried out by Chiltern Aston.





'3682/R' has had a successful concours history as documented in the Aston Martin Owners Club Register, specifically: 1982 Newport Pagnell Concours, 2nd in class; 1982 Hendon Concours, Club Trophy; 1983 Hendon Concours, 5th in Elite Class; 1989 Silverstone Horsfall Concours, Volz Trophy; and 1990 Silverstone Horsfall Concours, 4th in Elite Class. In 1993 the DB6 featured in Fast Lane magazine (August edition) in an article on Volantes complementing the Aston Martin Virage road test.

Finished in Rolls Royce Coffee Bean Brown with Bridge of Weir (magnolia) hide upholstery, this DB6 Volante benefits from a full engine rebuild carried out by Aston Martin Works in February 2021 bringing the mechanical condition of the car up to standard. Accompanying documentation consists of a bill of sale and confirmation of UK taxes paid. It should be noted that modern seatbelts and a smaller MotoLita steering wheel are currently installed, the latter considered more suited to the power assisted steering.

€450,000 - 550,000



1936 DELAHAYE 135 S COMPÉTITION COURT

Chassis no. 46810

Engine no. 46810

One of three belonging to husband and wife Laury and Lucy Schell, this Delahaye 135 S was built in accordance with the regulations of the 1936 Le Mans 24 Hours, a race that did not take place due to strikes in France. The car was registered new as '9591 RK 4' in the Seine Département on 16th July 1936, but to reduce insurance costs it participated in several events during 1936 carrying the registration and papers of '1707 RK', the first of the Schells' 135 S Delahayes.

For its participation on 5th September 1936 in the RAC Tourist Trophy, held on the Ards circuit near Belfast, and on 13th October 1936 at the Donington Grand Prix, this 135 S was nicknamed 'Blue Buzz II', its stablemates in the Schells' factory-supported Écurie Bleu being 'Blue Buzz I' ('46835') and 'Blue Buzz III' ('47187'). During this first period of its life, between 1936/1937 and while still in its original configuration, '46810' was usually assigned to driver René Carrière.

During the 1936 season '46810' participated in the following events:

13th June, Le Mans 24 Hours, competitor number '12', Schell/Carrière, race cancelled

9th August, Grand Prix de Comminges, competitor number '4', Carrière, retired

5th September, RAC Tourist Trophy, competitor number '9', Field, withdrawn

20th September, Côte Mont-Ventoux, competitor number '57', Carrière, 1st

3rd October, Donington Grand Prix, competitor number '22', Carrière/Field, 8th

1937 season participation:

17th – 21st March, Paris-St Raphael Rally, competitor number '42', Lucy Schell, 5th

16th May, Tunis Grand Prix, competitor number '22', Carrière, 2nd

23rd May, Grand Prix de Bône, competitor number '22', Carrière, 3rd

6th June, Marseille 3 Hours, competitor number '6', Carrière, 4th

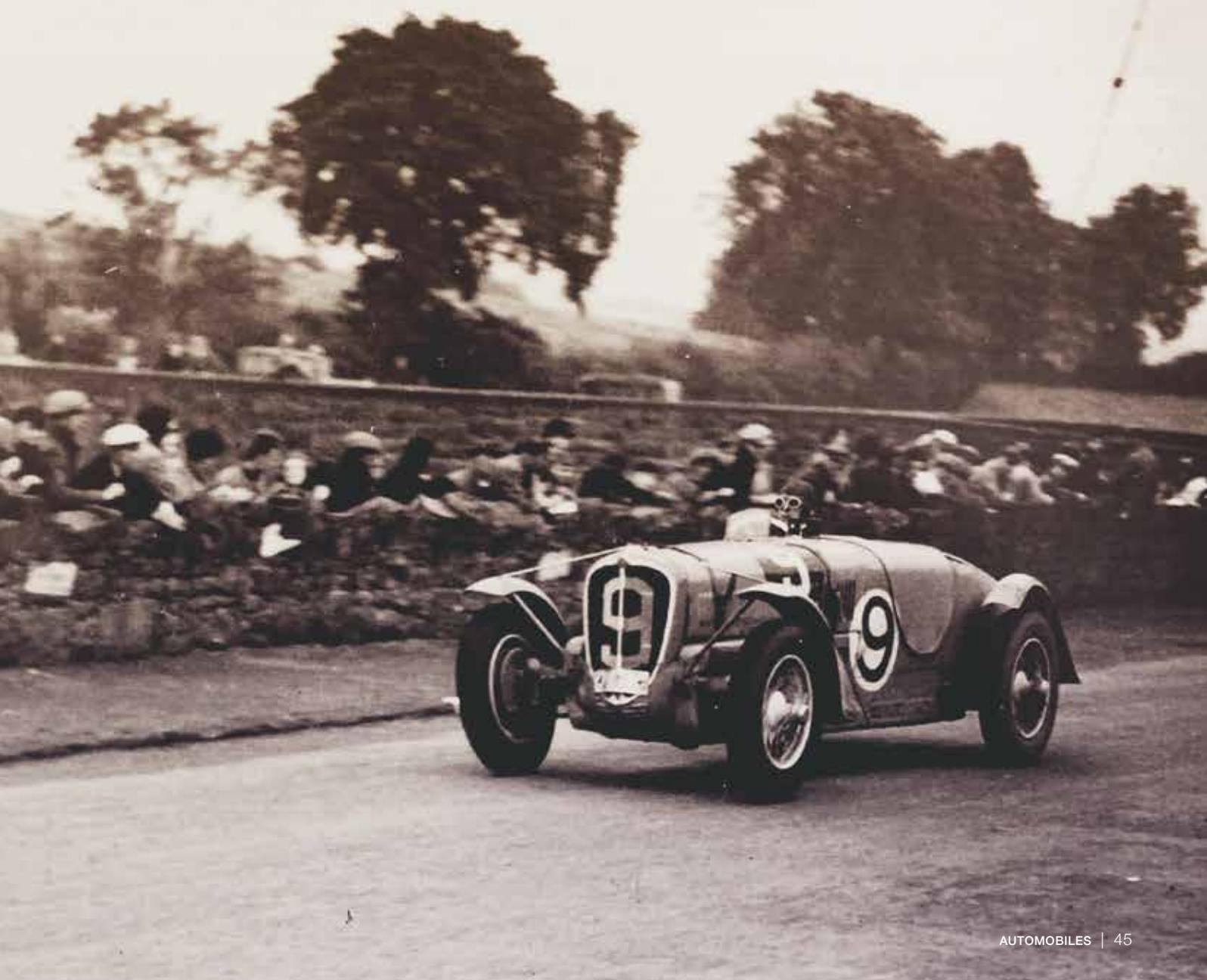
- *In-period competition history, including Le Mans in 1939*
- *Original engine and chassis*
- *Known ownership history from new*
- *Complete professional restoration while in the present ownership*
- *Eligible for many of the most prestigious historic motoring events*



1 (main)
5 September 1936 Tourist Trophy/Belfast
n° 9 Georges Field with # 46810.

2
20 September 1936 Mont-Ventoux,
Hillclimb n° 57 # 46810, Laury Schell
driving after the victory of René Carrière.

3
3 October 1936 Grand Prix Donington,
n° 22 # 46810.





4
5-6-7 May 1939 poster Coupe de Paris à
Montlhéry.

5
Portrait of Eugène Chaboud.

6
2 April 1939 Grand Prix de Pau, starting
grid n° 22 # 46810.

7
Registration 192 YC 2 in Seine et Oise
early 1939 Ecurie Francia/Joseph Paul.

8
5-6-7 May 1939 Coupe de Paris Montlhéry,
the 3 Delahaye 135 S of l'Ecurie Francia, n°
52 is chassis # 46810.

9 (main left)
5-6-7 May 1939 Coupe de Paris at
Montlhéry before the start the three cars of
l'Ecurie Francia.

10
18 June 1939 24 Heures du Mans , n° 19
weighing in # 46810 with small wings.

Nom du Constructeur : Delahaye	Date : 16-7-36	ATA : 1940
Indication du type : 135 M	le. : 16-7-36	Prénom : Paul
N° dans la série du type : 46810	N° de récépissé : 95918K4	Adresse : Argentueil
N° du moteur : 46810	N° d'immatriculation : 192 YC 2	120 Av. H. Paulhan
Genre du véhicule : 2		Date :
Puissance admise pour l'impôt en CV : 20		
Nom du Constructeur : Delahaye		



After this final event of 1937 and throughout 1938, '46810' did not participate in any competitions. The reasons for this are unknown.

At the beginning of 1939, '46810' was sold to driver Eugène Chaboud, and the car was then registered in Seine et Oise as '192 YC 2' in the name of Écurie Francia, which had been founded by the driver Joseph Paul. Écurie Francia's 135 S Delahayes were re-bodied in the Chappe Frères workshops, emerging with a modernised and more aerodynamic front end. Écurie Francia's stable consisted of three 135 S models: '46094' for Joseph Paul, '46810' for Eugène Chaboud, and '47193' for Marcel Contet.

1939 season participation:

2nd April, Grand Prix de Pau, competitor number '22', Chaboud, withdrawn

8th - 15th April, Paris-Nice Rally, competitor number '2', Chaboud, 1st

7th May, Coupe de Paris, competitor number '52', Chaboud, 12th

7th May, Olazur Handicap, competitor number '52', Chaboud, retired

21st May, Grand Prix of Antwerp, competitor number '8', Chaboud, 6th

18th June, Le Mans 24 Hours, competitor number '19', Chaboud/
Cabantous, retired

6th August, Grand Prix de Comminges, competitor number '18',
Chaboud, retired



This car's competition career ended just before the declaration of WW2 and at the end of 1940 '46810' was sold to Fernand Grivelet (of Grivelet Wines). The car was then registered '3760 RN' in Paris and would remain with Grivelet for some 30 years. In 1952 Grivelet had '46810' re-bodied in Germany by Hebmüller in the form of a coupé of very Germanic appearance. In this form the Delahaye passed through the hands of a succession of owners from 1973 onwards: in France, Belgium, and finally the Netherlands.

The last Dutch owner, Paul Carati, a Delahaye enthusiast, sold the car to the current vendor, another passionate connoisseur of the marque. The new (French) owner had the German body removed and then commissioned Carrosserie Bonnefoy to re-create the Écurie Frania aluminium racing coachwork that '46810' had carried at the Le Mans 24 Hours in 1939. Specific to the 135 S, the Type 103 J engine is numbered '46810' and is original to this car.

This is how '46810' is presented today following comprehensive restoration to very high standard, carried out by well-respected specialists.







'46810' comes with a most substantial history file containing a French Carte Grise and numerous period photographs and press cuttings (inspection recommended). The current vendor states that this magnificent Delahaye wants for nothing and deserves to be driven on the world's great racetracks; indeed, during the Classic Grand Tour of Le Mans in 2016, nearly 200 kilometres were covered to the driver's immense satisfaction. An important part of Delahaye's competition history, 'Blue Buzz II' is eligible for many of the world's most prestigious concours and racing events and would be an exciting addition to any significant private collection.

Bonhams would like to thank Mr. Jean-Paul Tissot, President of the Delahaye Club, for his invaluable assistance in the preparation of this description as well as for test driving the car at Montlhéry when the video was made.

€800,000 - 1,100,000

118

1950 SIMCA ESTAGER BARQUETTE

Coachwork by Motto

Chassis no. 145063

- *Unique design and construction*
- *Raced in period including Monthéry*
- *Entered for the 1951 Le Mans 24 Hours race*
- *Benefitting from a professional restoration*
- *Offered with a second original type engine*



Coupe du Salon Monthéry 1953

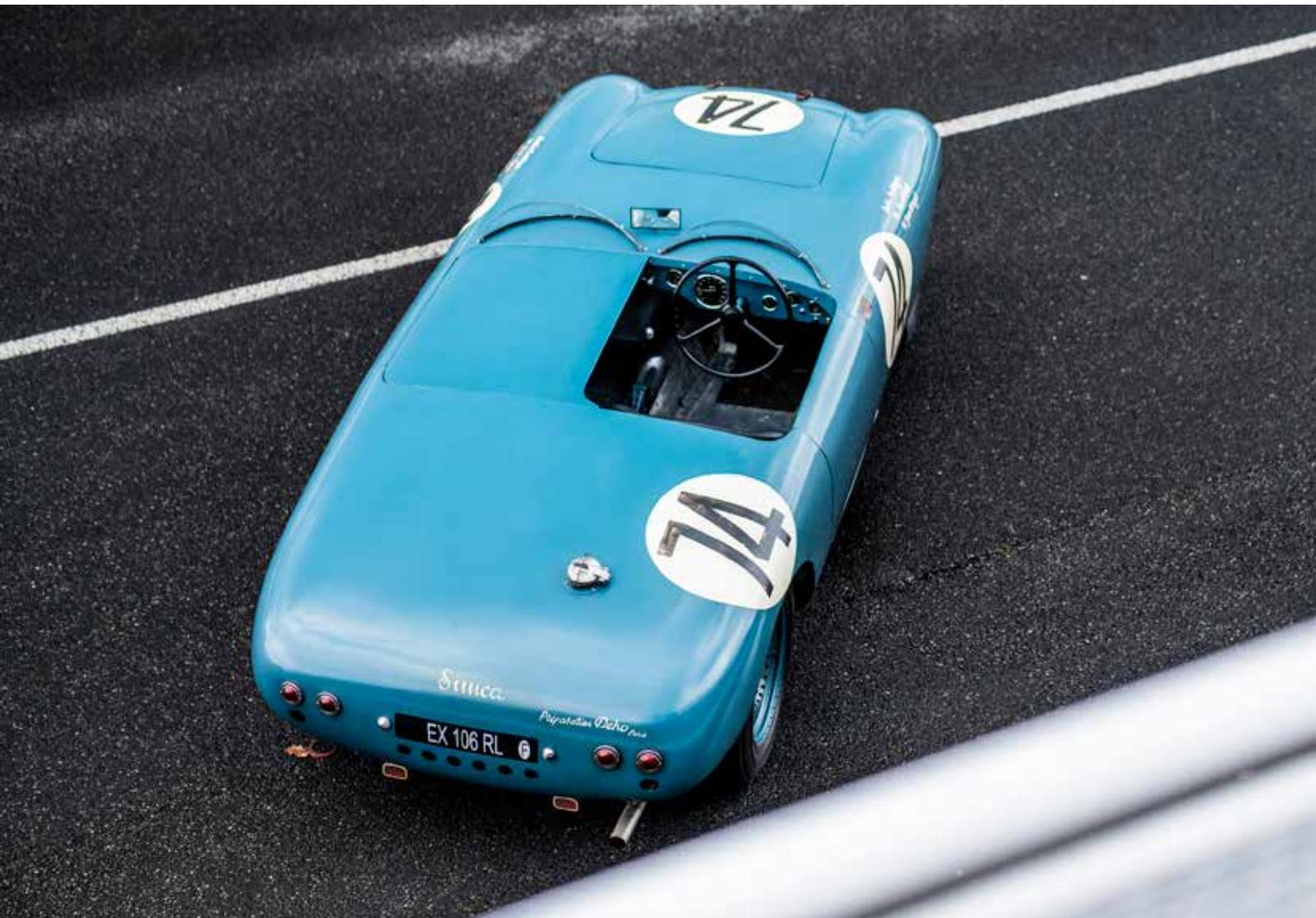




In the years following WW2, the Simca Eight chassis was a popular choice among independent racing car constructors in France, and this example is the work of Jean Estager, an established driver and friend of F1 competitor and Le Mans winner, Louis Rosier. The 1,089cc four-cylinder overhead-valve engine was prepared by Simca specialist Roger Deho, and Estager's car was fitted with Deho-Dubonnet aluminium shock absorbers, an aluminium steering box, and ventilated aluminium-alloy drum brakes. For the sporting coachwork, Estager turned to Carrozzeria Motto in Turin, a company with extensive experience in the construction of barchetta-type competition bodies for the likes of Alfa Romeo, FIAT, and Cisitalia. For Estager, Motto's craftsmen hand-built a simple, streamlined, two-seater body in aluminium, very much in the contemporary idiom. Once completed, Estager's Simca passed the Service des Mines (French vehicle registration authority) inspection and was registered in his name on 18th October 1950 as '581 G 63'.

In 1951, Estager sold the car to Max Deblon. The Simca was entered in that year's Le Mans 24 Hours race for Deblon/Daguet (competitor number '74') but did not make the start. Despite this setback the car participated in various races, most notably at Montlhéry in 1953. Estager's one-off then disappeared from view until the 2000s when it was rediscovered by Christophe Pund in 'barn find' condition, incomplete but fortunately retaining its special chassis and original body. The car was subsequently sold to the current vendor, a prominent collector of





French cars, who commissioned a complete professional restoration, during which an engine was rebuilt and modified for racing. Bored out to 1,220cc, it is fitted with two Solex 32 PBIC carburetors on an Abarth manifold (the aluminium sump and oil filler are the original Deho components). As a record of the car's condition when rediscovered, the interior side of the driver's door was left unrestored. The restoration was completed circa three years ago at a cost of some €100,000.

Simple in design, light in weight and easily maintained, this unique Italian-bodied French barchetta represents an ideal entry into historic sports car racing and is a guaranteed head-turner at any event. The original type 1,089cc is included in the sale, and the car is offered with a French Carte Grise.

€190,000 - 240,000

Original type engine as offered with the lot



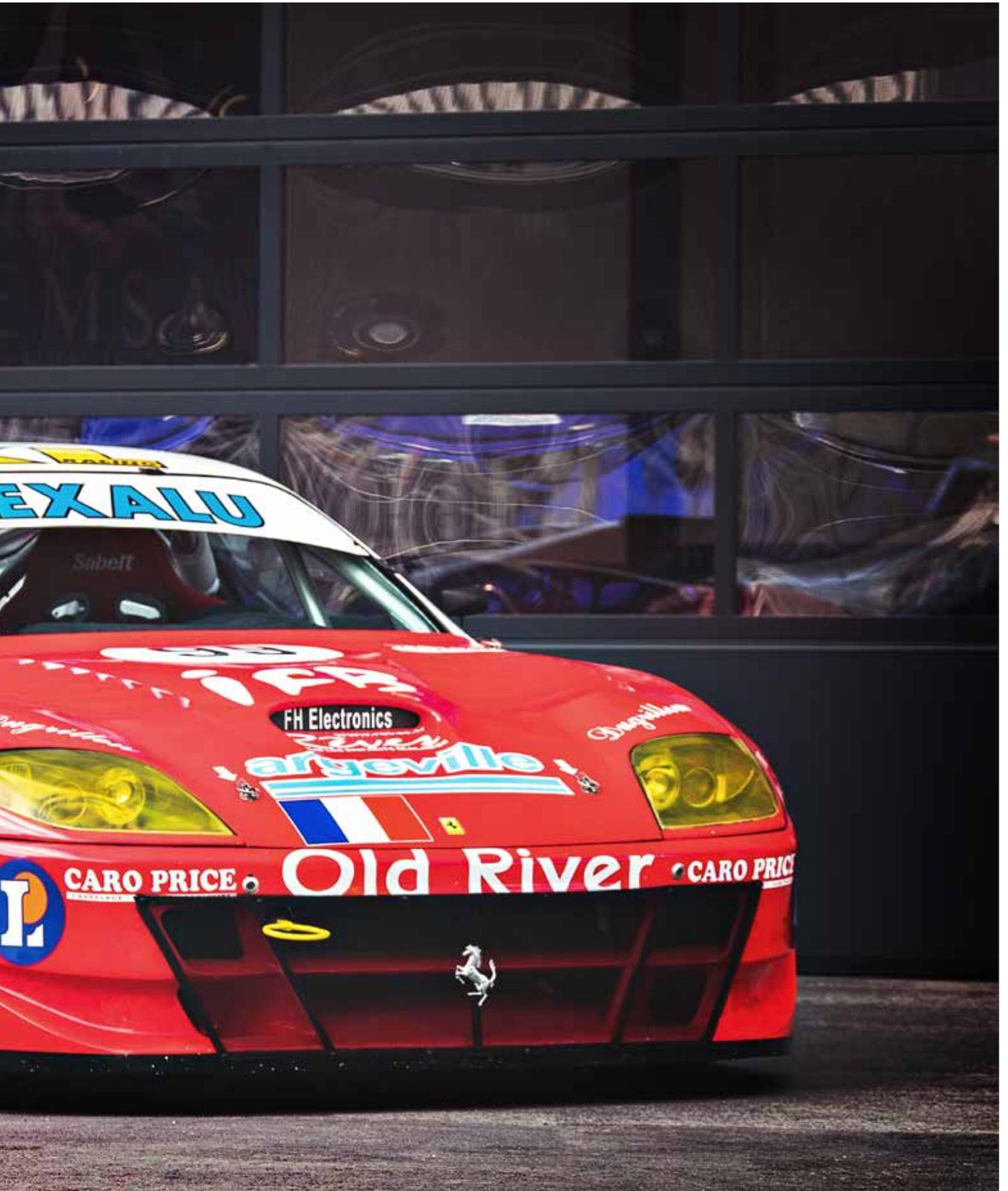
119 Ω

1997 FERRARI 550 MARANELLO GT LM COMPETITION COUPÉ

Chassis no. 106404

- Built with Ferrari's approval
- The first 550 Maranello GTLM ever built
- In-period Le Mans history
- Raced in the French and Spanish GT Championships 1999-2002
- Known ownership history
- Dry stored unused for circa 14 years







The project to build this racing version of Ferrari's 550 Maranello road car was instigated by French Ferrari enthusiast and proprietor of Red Racing, Jacques Fournier-Laroque, who believed that it had the potential to make a competitive GT-category contender. It took him a long time to obtain permission from the Ferrari factory to build a competition car based on a production 550 Maranello, but with that achieved he bought a production 550 sold new in France in 1997 (the sixth imported) and work on the project commenced in 1998.

'106404' is the very first 550 Maranello racer ever built; it was constructed in 1998/1999 for Red Racing by Enjolras (the Peugeot works rally team), with Matter responsible for the chassis while Italtecnica was entrusted with the suspension, engine, transmission and brakes. The first test was carried out at the Issoire track in the presence of Sergio Pininfarina. This Ferrari raced in 1999, 2000, 2001 and 2002 in the French and Spanish GT Championships and some other races in Italy, being continuously upgraded, lightened and made quicker over the years. In 2000 '106404' secured its first podium at Magny-Cours with Lucien Guitteny; it was the first podium finish for a 550 Maranello.

In 2001 '106404' was purchased by the prominent French team, XL Racing. For the 2003 season the car was converted to ACO LMGT specifications as the team had been invited to the Le Mans 24 Hours race; the body was widened to 2.00 metres and all the necessary modifications to the electronics, safety systems, engine, chassis, etc carried out. '106404' was one of the very few cars to pass the technical inspection without any flaws.

Driven by Ferté/Lesoudier/Barde, the Maranello went remarkably well during the race, and during the night was the leading Ferrari in its class. At the 21st hour the car ran over a metal fragment, left on the track following a crash, which punctured the side fuel tank. The resulting small fire caused its retirement. Without this mishap '106404' would almost certainly have been the first LMGT Ferrari to finish and at a high position in its class. It was the Maranello's first and only race in 2003.



For the 2004 season, '106404' was completely stripped and totally rebuilt with new components for another entry at Le Mans, as the team had been invited again. Suspension components (Moton shock absorbers and anti-roll bars) and the gearbox were re-engineered, while a lot of work was done to improve reliability. The objective was to finish on the podium and be the first Ferrari in the LMGT class. The Maranello was entered and scheduled to take part in the preliminary tests, but one week before the testing session main sponsor Bridgestone announced their withdrawal from the project. Faced with a massive budget cut, XL Racing had no choice but to withdraw their entry. The car was kept in the same condition - effectively ready for a 24-hour race! - until it was sold to a French enthusiast in 2006.

Its new owner entered the Maranello in that year's Goodwood Festival of Speed where its speed and wonderful noise thrilled the spectators. Demonstrating the LMGT's essential user-friendliness, the owner did not take any mechanics with him, as all he had to do was change the wheels! Being an LMGT rather than a prototype, the Maranello is relatively easy to maintain and use: essential characteristics for a car designed to race for 24 hours non-stop.

Depending on the diameter of the air restrictors used (30-36mm) maximum power output is anywhere between 515 and more than 600 horsepower. The engine has been engineered for 40 hours of life, while the gearbox is good for 20 hours; in five years of racing there was not a single engine failure. No computer is needed to make the car run, and it was this essential simplicity, plus its historical interest, that appealed to the then owner, who also used the Ferrari at Le Castellet; the Montreux Grand Prix Historique; and at Magny-Cours.

The current owner purchased '106404' in December 2007 (bill of sale on file), since when it has been garage stored. Apart from regular maintenance and starting the engine, nothing has been done since 2007. We are advised that the fuel system is in working condition, although the tank and safety belts will need to be renewed before the car can be used competitively.



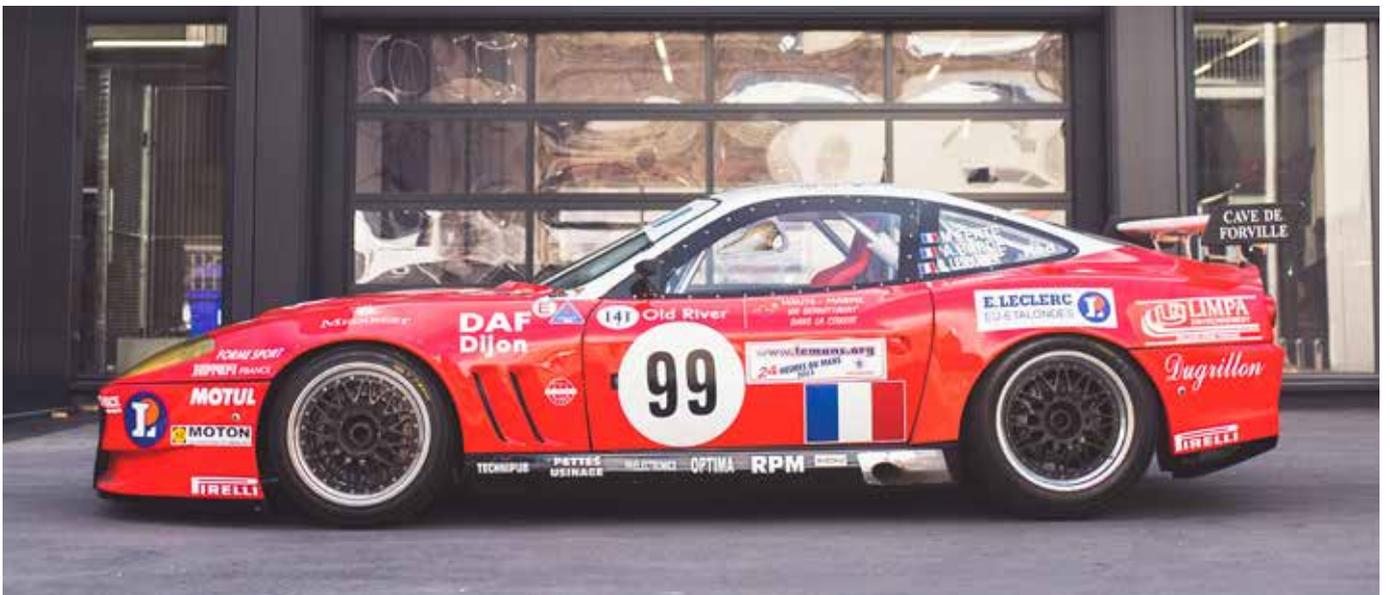
The Maranello comes with a substantial and very valuable spares package (full list available). There are too many items to list here but highlights include the following:

- All body moulds
- Spare engine
- Shock absorber set (Penske)
- Brake rotors and pads
- Clutch
- Suspension arm, front and rear (several sets)
- Exhaust and manifolds
- Driveshafts
- Eight spare wheels fitted with wets and dry tyres, all in good condition (from 2006)
- Two unused wet tyres
- Hub carriers and hubs, front and rear
- Air ducts
- Engine electrical wiring and many other parts

The car also comes with many collectible items of automobilia including photo albums recording the various upgrades and races; videos; letters; bills of sale; event programmes; and from the 2003 Le Mans 24 Hours the three drivers' race suits; photographs; postcards; passes; badges, etc. '106404' has featured in many publications, the most interesting being an 11-page article in the April/May 2000 edition of Cavallino. There is also a scan of an article in the French magazine Auto Hebdo, with many pictures from Le Mans and of the car's construction. An historically significant piece of Ferrari's recent competition history, this unique 550 Maranello GTLM wants for only an enthusiastic new owner to bring it back to life.

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

€500,000 - 700,000



120 *

**1971 MERCEDES-BENZ 280 SE 3.5-LITRE
CONVERTIBLE**

Chassis no. 11102712003608

Engine no. 11698012003053

- *Matching numbers engine and chassis
(confirmed by dating letter)*
- *Recently restored at considerable expense*
- *Attractive colour combination*





"If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one." – *Car & Driver* on the Mercedes-Benz 280 SE 3.5.

The fact that *Car & Driver* felt compelled to remark on the 280 SE's price is understandable when one considers that at \$13,500 in 1970 it was not only \$3,500 more than that of the equivalent Mercedes-Benz sedan but also more than double that of a Cadillac Deville Coupe!

The ultra-luxurious 280 SE Coupé/Cabriolet (and 300 SEL saloon) had been chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in 1969. An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition. Thus equipped, the Coupé/Cabriolet was good for 125mph with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures. Although the equivalent SEL saloon used the 'New Generation' bodyshell, the Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220 SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmission, air conditioning, power windows and stereo radio as standard.

Significantly, the 280 SE 3.5 was to be the final model to feature this long-established and much admired body style, and today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.

This matching-numbers Mercedes-Benz 280 SE 3.5 Convertible was manufactured in January 1971 and delivered new to the USA (dating letter on file). The car's early history is unknown but it benefited from nearly 20 years of long-term ownership prior to being imported into Europe and restored over the last two years. There are invoices on file reflecting a substantial investment in parts, paintwork, trimming and labour; the total must come to well over €50,000. The car also comes with a State of Florida Certificate of Title (issued 1998) and a current UK registration document.

The stylish 280 SE has long been regarded as a classic of post-war automobile design, possessing a timeless elegance that turns heads and gathers appreciative glances to a degree unmatched by its modern-day counterparts. Above all else, the 280 SE identifies its owner as a true connoisseur.

€280,000 - 350,000

121

1 of only 5 built

1958 PORSCHE 356 A T2 CARRERA 1500 GS CABRIOLET

Coachwork by Reutter

Chassis no. 150484

Engine no. 90943

- Ultra-rare early T2 body with one of the last Carrera 1500 GS Type 547/1 roller-bearing engines from new
- Desirable optional centre-lock wheels
- Originally Elfenbein (Ivory) from new
- Present family ownership since 1996
- Engine revision by Tanner in 2001



Folgest-Nr. 150484		Motor-Nr. 90 943	Ölwanne-Nr. 19985	Zündschloß-Nr. K 153	Schlüssel-Nr.
Ausgel. am 4.6.58	Abnahme-Besch. 4.12.58	Motor-Kend.-Nr.	Getriebe-Kend.-Nr.	Farbe: 5707 B elfenbein	Folienierung:
Garantie bis 4.12.58				RD-Hell Nr. 5058	Kfz-Brief Nr.
Sonderausführung: Radzentralverschluserräder, 3 Riemen f. Gepäckbrücke,			Sonderausstattung: 1 Blaupunkt-Radio Typ Bremen, 1 Gepäckbrücke s.-b.-Scheinwerfer-Einsätze und -Lampen USA-Stoßstangen; 1 Außenspiegel, 1 abblendbarer Innen Spiegel, Continental-Reifen		
Händler: Hoffman, New York			Ort: Land:		
1 Mr. Larsen, 450-28th Street, Oakland, Calif.			Anschluß und Bem.: 2 3		

MESSAGE

Betreff: U fax van 08 juli jl.

Het volgende werd ons door de fabriek PORSCHE AG medegedeeld, dat de Porsche met chassisnummer 150 484 de eerste maal geleverd werd in de U.S.A. op 04/12/1958.

356 A Carrera Cabrio 1500 GS (modeljaar 1958)

Motor Nr: 90 943 1.498 cc 100 pk DIN

Kleur: Elfenbein

Opties:

- Centrale wielbevestigingen
- Bagagedrager met 3 riemen
- 1 buitenspiegel
- een afneembare binnenspiegel
- USA bumpers
- Radio blaupunkt "Bremen"

Volgens de fabriek zijn er maar 5 stuks van dit type voertuig gebouwd.

Hopend U alle nuttige informatie te hebben verschaft, tekenen wij met de meeste eerbied,

D. DEKEYSER
Dienst Naverkoop





The evocative 'Carrera' name first graced the flanks of a Porsche in November 1955; applied to a 356A powered by a slightly less ferocious version of the racing 550 Spyder's 1.5-litre, twin-overhead-camshaft, roller-bearing engine, it had been adopted to capitalise on Porsche's victories in the Carrera PanAmericana in 1952 and '54. Dry-sump like the racer's, the four-cam Carrera engine produced 100bhp, some ten horsepower fewer than in race trim but comfortably more than its pushrod siblings. This was good enough to propel the 356 Carrera to over 193km/h, making it the fastest 1.5-litre production car of its day and a formidable racetrack competitor.

Significant Carrera developments included a capacity increase to 1.6 litres in 1958 and the adoption of a plain-bearing, forged crankshaft at the same time. The plain-bearing engine had been adopted because it was significantly cheaper to produce than the roller-bearing original, which nevertheless continued to be built in small numbers as it was considered the superior version for competition use.

This rare and highly collectible Porsche 356A Carrera Cabriolet was produced in June 1958 and delivered new to the USA through importer Max Hoffman to its first owner, a Mr Larsen in California. It is one of the first examples to feature the T2 body (built from May 1958 onwards) but still with the old 1500 GS Carrera roller-bearing engine (the plain-bearing 1600 GS had effectively superseded it by then). Dated 9th July 1996, a fax to the current owner from D'leteren, the Porsche importer for Belgium, confirms that only five were built in this specification. Other noteworthy features listed on the Kardex are centre-lock wheels; luggage carrier with straps; wing mirror; detachable interior mirror; USA bumpers; and a Blaupunkt Bremen radio. The car was ordered in Elfenbein (Ivory) with black interior, the same colour scheme it has today. The Carrera Cabriolet is believed to have stayed in California until it was discovered there as a restoration project in 1996. The car was complete but had previously been repainted red (see 'as found' photographs on file). The car was registered in California in 1996 (copy of old US title on file) when it was bought by the current owner's father through a Belgian broker. The sales invoice for 2,000,000 Belgian francs (circa €50,000) plus a restoration quotation is on file.





The Porsche was shipped to Belgium where an extensive restoration (body, mechanicals, interior, etc) was commenced around 1997 in Flanders. Finished in 1998, the restoration turned out more expensive than anticipated. The owner insisted on having the car returned to its former glory while remaining as original as possible, which included having the missing centre-lock wheels reinstated for the correct Carrera look. The Carrera engine was believed to retain the original Solex 40 PII-4 carburettors (still in place). Following completion in late 1998, the car was registered by the current owner's father in Belgium. The final cost of the restoration was around 700,000 Belgian francs.

In 2001 the engine was sent to Porsche 356 specialist Christoph Tanner in Switzerland for overhaul, and the related invoice for 285,000 Belgian francs is on file. It is understood that the Carrera engine, showing the original engine number as mentioned on the Kardex, had already been re-stamped prior to the overhaul.

The Porsche was reregistered in the current owner's name in 2011 and has been enthusiastically campaigned since then. It has been serviced regularly, though no engine overhaul has been deemed necessary. The car presents very well, with the restoration holding up remarkably well. The engine has not been overhauled for 20 years yet the car still starts and runs well. Having used the Carrera less and less frequently in recent years, the owner feels it is time to pass it on to the next custodian. One of only five built, this 356A Carrera 1500 GS Cabriolet is one of the rarest Porsche production road cars ever made and a 'must have' for the serious Porsche collector.

In addition to the aforementioned documentation and photographs the car comes with the following:

- Correspondence and hand-written restoration details
- Current Belgian registration papers
- Old Belgian registration papers
- Notes concerning the engine overhaul

€650,000 - 850,000

122

2005 PORSCHE CARRERA GT

Chassis no. WPOZZZ98Z5L000266

- *Delivered new to Germany*
- *Rare colour scheme of 'Fayence Yellow'*
- *Number '0926' out of the total production of 1,270 examples*
- *Circa 14,800 kilometres from new*
- *Six-speed manual transmission*
- *V10, 5.7-litre producing 612bhp*





When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked an acknowledgement of its competition roots; the new flagship supercar's looks recalling those of the original Type 550 of 60-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was always intended that the GT1's advanced technology would be carried over to the new model.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer's stand at the Paris Motor Show, where its overwhelmingly favourable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years previously for a still-born Le Mans racer. The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried

over to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six. Before production commenced, the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability, the rear body incorporates a wing that rises automatically at around 120km/h, retracting when the speed drops back to 80km/h. This was no mere gimmick but a vital necessity in a car capable of exceeding 320km/h.

The Carrera GT's suspension is pure competition car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium callipers gripping



15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost, though, perhaps surprisingly, air conditioning was optional.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2006 only 1,270 had been built of which a little over 600 went to the USA.

The car offered here, 'No.0926', as evident by the plaque on the centre console, is a rare and desirable European specification Carrera GT, delivered new in Germany in July 2005. The car is finished in desirable 'Fayence yellow' (a rare choice and one of the 5 colours available for the Carrera GT) with black leather interior, and left the factory equipped with the following:

- | | |
|---------------------------|-------------------------------------|
| Air conditioning | Driver and passenger airbags |
| Automatic climate control | Side airbags |
| Electric side mirrors | Alarm |
| Electric windows | Traction control |
| Tinted glass | Power steering |
| CD player | Central locking with remote control |
| Sound system | |
| On-board computer | |
| ABS | |



Purchased in Germany in 2015 by the current vendor, a gentleman driver (he particularly liked the unusual colour), the Carrera has covered a mere 14,800 kilometres from new and has hardly been driven since acquisition (only around 20 kilometres!). The tyres the owner had fitted when he bought the Carrera are unused. Described by the vendor as in excellent condition, the car comes with a Porsche Certificate of Conformity and a German Fahrzeugbrief.

With so few produced and all in the hands of private collectors, the Carrera GT is only rarely seen on the open market. Offered with all its original books, tools, and luggage, this eminently collectible Porsche Carrera GT represents a wonderful opportunity to acquire what Car & Driver rated as "arguably the finest sports car the company has ever produced".

€790,000-850,000



123

1961 FERRARI 250 GTE 2+2 SERIES I COUPÉ

Coachwork by Pininfarina

Chassis no. 2921 GT

Engine no. 2921

- *Delivered new to the USA*
- *The 249th of 954 built*
- *Matching numbers: engine, chassis and rear axle as confirmed by Massini Report*
- *Recent professional rebuild of the engine and overdrive*





"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 the 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 all round looked after braking. Disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, and both were features the 250 GTE enjoyed from the start of production in 1960.

Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting demeanour, and the master stylist succeeded brilliantly with the GTE. By moving the engine, gearbox and steering gear forward and the fuel tank rearwards, 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, Series I chassis number '2921' is the 249th completed out of a total production run of 954 units. Its original colour scheme was grigio (grey) with beige Connolly leather interior. Completed on 30th November 1961, '2921' was delivered to the official Ferrari importer Luigi Chinetti Motors in New York, USA and was sold new to a Mr Lane of New York. Nothing else is known of the Ferrari's early history.





The accompanying Massini Report picks up the trail in October 1978 when the Ferrari was offered for sale by FAF Motorcars in Tucker, Georgia, described as orange with a black interior. In March 1984, '2921' was offered for sale by another dealer, Classic Car Collection of Miami, Florida and the following month was sold to local resident Doug Schoch. Later in 1984 Mr Schoch sold the Ferrari to Stephen G Loges of Petersburg, Florida. In 1987 Mr Loges sold the car to W A Swain, who kept it for the next 15 years and had it repainted black.

The car's next recorded owner is Robert Neilsen of Pennsylvania (December 2002) followed by Vintage Motors of Sarasota Inc, Florida in January 2003. In February 2004 the car was sold to a new owner in Europe, still finished in black with matching interior. More recently the Ferrari has benefited from a full engine rebuild by marque specialists Dino Sport of Bezons. The overdrive too has been rebuilt recently. Beautiful and practical in equal measure, this elegant Ferrari 2+2 is offered with Dino Sport's invoices and the aforementioned Massini Report.
€320,000 - 400,000



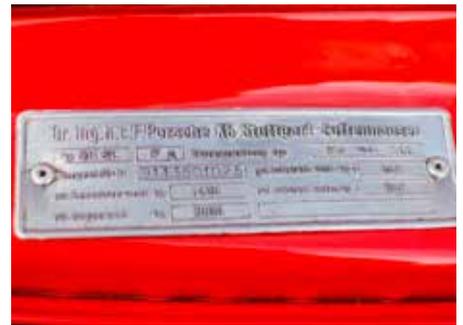
124

1973 PORSCHE 911 CARRERA 2.7 RS TOURING

Chassis no. 9113601025

Engine no. 6630994

- Original and rare late 2nd Series car with thin steel body panels
- Delivered new to Italy
- Rare original colour scheme
- Extensively restored in 2006
- Matching numbers crankcase offered with the car
- Registered in Monaco





"It sharpens a habit for fast driving and ultimately makes for a more rewarding experience than any of today's league of exclusive dinosaur supercars. Keep your XJ220s, EB110s and Testa Rossas every time: I'd snatch the RS..." – *Classic & Sportscar*, April 1994.

This 2nd Series Carrera RS in Touring specification was delivered new in Italy in April 1973 equipped with the following options: 220 (limited-slip differential); 258 (headrests left and right); 409 (sport seats), 438 (Carrera side lettering in white); 441 (power antenna and loudspeaker); and 459 (yellow H3 fog lights). A recent inspection by Porsche 2.7 RS specialists Gaby and Gert Callewaert has revealed that this RS has the correct thin steel body panels (front bonnet, roof, doors), which are found on 1st series cars but very rarely on late 2nd series cars. The chassis number stamping was found to be correct, as was the original VIN plate, while the correct tunnel strengthening (retaining its old paintwork) is in place also. Both bumpers appear original and correct. Most importantly, the correct 'secret' number is located behind the dashboard.

Extensively restored in 2006, the Carrera was the subject of an article published in the March 2007 issue of RS magazine entitled 'Red of Pleasure'. The body has been extensively refurbished and repainted in its original and rare ex-factory red Bahia livery, it being estimated that only 40 cars were finished in this colour. The original Fuchs wheels are shod with partly worn Pirelli P6000 tyres, while the spare wheel housing contains a steel wheel without tyre. A towing ring is fitted beneath the rear bumper.

Upholstered in a combination of fabric and chequered skai, the interior is original apart from the front seat material, while the standard instrumentation is complemented by a Becker Grand Prix radio. A cut out switch is installed beneath the dashboard on the right-hand side and there is a fire extinguisher mounted on the passenger-side floor.





The original, matching engine crankcase (correctly stamped with the number '6630994', in good condition) accompanies the car and is bubble-wrapped for protection (the fragility of these magnesium cases is well known to RS enthusiasts and the original was changed as a precaution). Stamped with the original number, the strengthened 7R Type 911/83 engine currently fitted is of the same type and year as the original. The engine was last overhauled in 2018; the five-speed gearbox has been restored; both batteries are recent and the mechanicals are said to be in good working order. The car is currently registered in Monaco and comes with the relevant registration document and a file relating to its restoration.

€450,000 - 550,000



125

Ex-Jürgen End

1965 ALFA ROMEO GIULIA SPRINT GTA 1600

Coachwork by Bertone

Chassis no. AR613552

Engine no. AR00502/A 18795

- Original stradale version prepared to corsa specification (original stradale parts retained)
- Delivered new to Switzerland
- Only four owners from new
- Prepared by marque specialists Ital Auto
- Fitted with competition engine producing 184bhp at a cost of €30,000
- Tour Auto 2013 and 2015 participant
- Well-documented and supplied with numerous parts including original engine block and gearbox



Introduced in 1965, the GTA (the 'A' stood for Alleggerita - lightened) was the official competition version of the Giulia Sprint GT and was produced in both road (stradale) and race (corsa) variants. The latter, as usual, was the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo.

Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows, and lightened interior fittings and trim. As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car. Alfa's classic twin-cam 1,570cc four underwent extensive modification for the GTA, the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition. In road trim the revised engine produced 115bhp with up to 170 horsepower available in race tune.

The GTA made its racing debut on 20th March 1966 at Monza where Andrea de Adamich and Teodoro Zeccoli triumphed in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68. For homologation 500 cars were made for racing and road use.

Chassis number '613552' left the factory on 18th June 1965 and was delivered new to Switzerland where it was registered to its first owner, Diego Poltera of Breganzona in the Ticino Canton, seven days later. The original colour scheme was white (as it is today) with black vinyl interior, which Poltera had changed to red upon delivery. In 1988 Poltera imported the Alfa into Italy and it was later sold to Swiss Alfa Romeo guru Max Roth.



'613552' was still in its original stradale configuration when it was sold to well-known German collector and Alfa Romeo enthusiast, Jürgen End, in 1992. End enjoyed the car in stradale configuration for many years. Only around 2002 he had the GTA prepared to corsa specification (and repainted in white) while retaining the original stradale components that had been removed. For nearly 25 years he entered the Alfa in the most prestigious historic events including the Tour Auto, Tour Espagne, Cento Ore, etc.

Extensive maintenance records on file (mostly from Alfa Romeo specialists Ital Auto in Germany) relating to the period of Jürgen End's ownership show that nearly €200,000 was spent on engine rebuilds, preparation and servicing to ensure that '613552' was among the most reliable and fastest GTAs, while in 2012 the car was stripped to bare metal and restored to the highest standards by Swiss marque expert, Ivo Salvadori.

Sold to the current owner in Belgium in 2016, this beautiful GTA 1600 has been fitted with another Alfa Romeo Type 105 competition engine to GTA specification, built specifically for historic rallying and tuned for increased torque at lower revs. The third to be fitted to the car, this engine producing some 180hp was built at a cost of €30,000 by Ital Auto in 2016. The car also comes with its original bare crankcase. The current owner has fitted Sparco seats for competition use (the original stradale seats come with the car).

Jürgen End was a very competitive driver, finishing high in the rankings in the Tour Auto in 2013 and 2015 with this GTA. The current owner too, has used the Alfa successfully and regularly and, as with all of his cars, it has been meticulously maintained. Bonhams has had the chance to drive this GTA and can confirm that it runs extremely well, with plentiful torque and an immediate response to the throttle. This remarkable GTA is one of the few left that retain their original bodyshell and, most importantly, is accompanied by its original crankcase and its original stradale components, enabling it to be returned to original specification should a future owner so desire.



Representing an exciting opportunity to acquire one of the fastest, well-sorted GTA's in existence today. Eligible for many of the most prestigious historic events, the car comes with the following:

- Old FIVA pass and Deuvel Fahrzeugpass dated 1998
- Copy of the old German Fahrzeugbrief in the name of Jürgen End
- Spare keys
- Copy of the old Swiss registration papers, cancelled in 1988
- Engine dynamometer printout showing 184bhp in February 2017
- Numerous invoices including Ital Auto bills for 2002, 2003, 2004, 2006, 2011, 2013, 2014, 2015
- Copy of Tour Auto overall results
- Classic Data Bewertung
- Historical Technical Passport dated 2007
- Old FIA Passport dated 1998 and 2015 (the latter was due to expire in 2025 but is no longer valid as the fuel tank has been replaced to satisfy the Belgian authorities' road-legality requirements).
- Current Belgian registration documents

Surviving Alfa Romeo GTAs are rarely offered for sale and are much sought after in racing trim because of their continuing competitiveness in historic events. An appreciating modern classic and tremendous fun to drive, '613552' represents a rare opportunity to own a fully sorted and competitive example with known ownership history.

€280,000 - 350,000
No Reserve



125A
**ALFA ROMEO TIPO 105
 COMPETITION-PREPARED ENGINE
 TO GTA 1600 SPECIFICATION**

Engine no. AR00502/A*18975* (see text)



This Alfa Romeo Tipo 105 engine was prepared to GTA 1600 specification by marque specialists Ital Auto in Germany for Mr Jürgen End.

In road trim the revised engine produced 115bhp with up to 170 horsepower available in race tune.

Introduced in 1965, the GTA (the 'A' stood for *Alleggerita* - lightened) was the official competition version of the Giulia Sprint GT. Alfa's classic twin-cam 1,570cc four-cylinder engine underwent extensive modification for the GTA: the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition.

Complete (with Weber carburetors fitted) and in running order, this well prepared competition engine produces around 180 horsepower (see dynamometer printout dating 2015 on file). The engine has been re-stamped with the number AR00502/A*18975*. Four Alfa Romeo wheels complete with tyres are included in the sale.

€18,000 – 28,000
No Reserve

126 *

DELAHAYE 135 M FRANAY CONVERTIBLE

Coachwork by Franay

Chassis no. 801638

Engine no. 801638

- Original and unique cabriolet coachwork
- Bodied by one of France's most celebrated coachbuilders
- Desirable M-specification engine with three-carburettors
- Present ownership since 1996
- Well preserved older restoration
- Currently registered in the UK



Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1894 and soon diversified into commercial vehicle manufacture. Its early products tended to be rather lacklustre but then in 1935 came the first of a new generation that would change the marque's image forever: the T135 Coupe Des Alpes.

A few years previously Delahaye's chief engineer, Jean François, had been briefed by the company's major shareholder, Madame Léon Desmarais, to design a series of sporting cars worthy of the Delahaye name. The first of this family, the 2.1-litre, four-cylinder Type 134, was introduced at the Paris Salon in 1933. It was the first Delahaye with independent front suspension, which was mounted on a new chassis incorporating box-section side members and a sheet-steel floor pan welded to the cross braces. The Type 134 engine shared its 107mm stroke with an equally new 3,227cc six which, although designed for car use, had first appeared in a Delahaye commercial vehicle. It was this engine that Jean François would use for the Type 135.

Equipped with triple Solex carburettors, the 3.2-litre, six-cylinder, overhead-valve unit produced 113bhp in Type 135 specification. It went into a chassis similar to that of the Type 134, featuring transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, centre-lock wire wheels and Bendix brakes. This engine's effectiveness had already been demonstrated when a short-chassis monoposto fitted with one established a number of world and international speed records at Montlhéry in 1934.

A 3.2-litre Type 135 finished 5th at Le Mans in 1935 and for the following year Delahaye improved on the formula with the 3,557cc T135 Spéciale and Compétition short-wheelbase versions, which came with 152bhp and 120bhp respectively. The new, 3.6-litre Type 135 was soon making a name for itself, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1937 and 1938 respectively. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example and went on to take victory in Brooklands' 'fastest road car in England' race against some formidable opposition. The model reappeared post-WW2 as the 135M with the 3.6-litre engine and lasted in production until 1951.

Delahaye had no in-house coachworks, so all its chassis were bodied by independents that created some of their most attractive designs on the Type 135. Chassis number '801638' carries unique cabriolet coachwork by Carrosserie Franay of Levallois-Perret, Seine. French coachbuilding ranked alongside the world's best throughout the 1920s and 1930s, when owning an expensive chassis equipped with bespoke coachwork by the likes of Kellner, Labourdette, Franay or Saoutchik was regarded as a mark of immense prestige. Coachbuilder Jean-Baptiste Franay had founded his company in 1903, control passing to his son, Marius, in 1922. Franay specialised in bodying quality chassis and gained a deserved reputation for excellence, winning several Concours d'Élégance awards in the 1930s.

Chassis 801638 in the early 1950s



Changing times and the automobile industry's increasing adoption of unitary construction, supplanting the separate chassis that independent coachbuilders relied upon, meant that this Franay-bodied Delahaye was something of an anachronism when it was completed in 1950. A handcrafted luxury that few could afford, it was one of the final flourishes of a once-great industry that would all but disappear over the next few years.

Right-hand drive like many high quality French cars of the period, this Delahaye 135M was sold new through Baron Petiet's company Générale Française Automobile, whose initials appear on the grille badge. Author of La Belle Carrosserie Français, Jean-Paul Tissot, who is also President of the French Club Delahaye and one of the marque's foremost historians has kindly provided previously unseen material and details of the car's early history.

According to M. Tissot, 801638 was the last Delahaye to be bodied by Franay, who died in 1954. Over the course of his career his coachwork was respected for its flair of design and with a particular focus on the interiors, a talent which he inherited from his father Jean-Baptiste who was a saddler by trade. The luxurious finish of this car's interior today matches that with which it was delivered new.

This 135 M convertible, a 3 carburettor version, was registered new on November 14, 1953, in the Finistère department for Pierre Le Bris, founder of the Librairies de la Cité in Brest, Quimper, Rennes, Nantes and Paris. A bookseller and publisher who left his mark on his city of Brest and Brittany.

His car remained in Brittany, through to the 1960s. It was transferred to the Ile et Vilaine department on March 4, 1964, registered 285 KA 35, then moved to the Loire-Atlantique department on September 2, 1965, registered 496 NU 44.

At the beginning of the 1990s, this convertible arrived in the United States where '801638' is recorded as registered in Pennsylvania. The car moved to Canada shortly after that and into the current collection.

Complete, correct and as one can see matching the contrasting colour form that it was when new, its owner describes the car as running and driving well, being a well preserved older restoration. This rare Franay Delahaye 135M would be welcome at any of the world's most prestigious concours venues: Pebble Beach, Villa d'Este, Monaco, Goodwood, etc. Offered with a UK V5 registration document.

€250,000 - 350,000

127

1949 GEORGES IRAT SPORTS 2-SEATER

Coachwork by Labourdette

Chassis no. 816742

Engine no. 817009

- Unique prototype, one-off show car
- The last car built by Georges Irat
- Displayed at the Grand Palais for the 1949 Salon de Paris
- Original 'Vutotal' frame-less roadster body on pre-war Simca chassis
- Exhibited at numerous historic motoring shows and events
- Perfect Concours d'Elégance candidate





Georges Irat had already acquired the Majola factory at St Denis when he launched the first car bearing his own name in 1921. Manufactured by Automobiles Georges Irat SA at Chatou, Seine-et-Oise, this was a fast tourer powered by a 2.0-litre, overhead-valve, four-cylinder engine designed by Maurice Gaultier, formerly with Delage. Unusually, Irat manufactured the entire car, bodies excepted, marketing his products as 'La Voiture de l'Elite'. Although on a small scale, production grew steadily throughout the early 1920s, peaking at around 200 cars annually, and then in 1928 Irat launched a 3.0-litre six-cylinder model based on the existing four.

The early 1930s was a difficult time for motor manufacturers everywhere, and disappointing sales of its larger models and the light car brought Georges Irat to the point of collapse. Rescued by engine maker Godefroy et Lévecque, which wanted an outlet for its 'Ruby' power units, Irat introduced a small sports car powered by one of its products. Rated at 6CV, the new two-seater boasted a 1,078cc water-cooled four-cylinder Ruby engine driving the front wheels. Sporting in appearance, the 6CV roadster proved popular and sold in relatively large numbers, by Georges Irat's standards, some 1,500-or-so finding customers between 1935 and 1939.

After WW2 work commenced on the design of a new car, which was unveiled at the 1946 Paris Salon. Unusually, this prototype featured a magnesium chassis and body, and was powered by a 1,100cc flat-four engine.

A further development of this first prototype was displayed in 1947, and then in 1949 a final prototype, the car offered here, was unveiled at the Grand Palais for the 1949 Paris Motor Show. Sadly, Georges Irat's last effort was never put into production and this setback marked the end of Georges Irat as a motorcar manufacturer.

Discovered at the Georges Irat factory in Bègles, the body, made by the famous Parisian coachbuilder Labourdette, is all that remained of this historic and unique car.

As seen today, Labourdette's remarkable creation sits on a 1939 Simca chassis and is fitted with a 1,100cc Simca engine, enabling the car to be driven and exhibited at historic motoring events. A particularly noteworthy feature is the characteristic cyclops headlamp and Vutotal frame-less windscreen, designed by Labourdette's Joseph Vigroux. Accompanying documentation consists of black and white pictures & DVD (showing a 1950 Vogue model posing next to the car), magazines features and current Belgian registration papers (with date of 1st registration 1939).

Described by the private vendor as in good condition throughout, recent work includes new battery, new brake cylinders and replacing the radiator and electric fuel pump. Georges Irat's final prototype is ready to be enjoyed by a new custodian as a tribute to this once-great French motor manufacturer.

€70,000 - 100,000

128

The ex-Jolly Club; Auriol/Occelli

1991 LANCIA DELTA HF INTEGRALE 16V GROUP A RALLY CAR

Chassis no. ZLA831AB0*00539503*

- Lancia works car run by the Jolly Club team
- In-period WRC competition history
- Effectively only four owners after FIAT
- Present ownership since 2018
- Only two regularity rallies since restoration circa 2019





"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 2.0-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to 220km/h.

This Integrale 16V was first registered as 'TO 55236R' in Turin, Italy on 15th May 1991, the first owner recorded in the original libretto being FIAT Auto SpA. The car was campaigned by the famous Italian Jolly Club team in the livery of the Belgian oil company FINA – it is believed that only some six Lancia Delta Integrale were ever finished as such, crewed by driver Didier Auriol and navigator Bernard Occelli. Previously one of the works team's principal drivers, for 1991 Auriol moved across to the Jolly Club team, whose entries continued to be prepared in the Abarth factory alongside the works' Martini-liveried cars. Having served Lancia faithfully for four years, Auriol would move to Toyota for 1993 and the following year secured his one and only World Rally Championship while still with the Japanese manufacturer.





The first outing for 'TO 55236R' was the 1991 Acropolis Rally in Greece with start number '6', and the Integrale finished in a very impressive 4th place behind the winning Martini Integrale 16V of Kankkunen/Pironen. Sainz/Moya's Toyota Celica placed 2nd with Biasion/Siviero's Martini Integrale 16V 3rd, demonstrating the all-conquering might of the Lancia Delta Integrale. In 1992, 'TO 55236R' was campaigned in the Eifel Rally by Holzer/Seiter, but retired due to a problem with the turbocharger. The only other competitive in-period outings known are the 1994 International Rallye Castrol Gemer Dobšiná in Slovakia (Drotár/Bánoci) and the 1994 San Marino Rally (Bubu/Kerék).

According to the car's original libretto, it changed hands in 2004, passing to the Padua-based Lancia dealer Bieffecar, who kept it until 2008 when it was sold again within Padua. Another car dealer, this time the Toyota concessionaire for Padua, owned the Integrale from 2011 until 2018 when it was purchased by the current owner; so effectively the car has had only four owners since it was sold by FIAT.

The current owner informs us that he had the car cosmetically brought back to its former glory with a repaint in the original white, while the FINA livery was applied by the same company that painted the original cars, Pubblimais of Turin. The interior appears highly original, retaining Auriol and Occeoli's racing seats, and we are advised that the engine was overhauled by a retired Abarth mechanic in 2019. According to the vendor, very few cars remain in such original configuration. Following these works, the car has had only two outings: the Rally della Lana in 2019 and the Rally Città di Torino in 2020, being regularity events rather than gruelling rallies.

Offered with a set of original wheels and the all-important original libretto, this historically important Lancia Delta Integrale 16V is worthy of the closest inspection and is sure of a warm welcome at any historic rallying event.

€380,000 - 480,000

129 †

**2015/2020 ROLLS ROYCE 'SILVER SPECTRE'
SHOOTING BRAKE**

Coachwork by Rolls-Royce/Carat Duchatelet

Chassis no. SCA665C03FUX79064

- *Based on a Rolls-Royce Wraith*
- *Conceived by Niels van Roij Design*
- *The only example built*
- *First registered to Rolls-Royce Motor Cars*
- *c. 17,800 kilometres from new*
- *Only 200 kilometres since conversion*





This unique Silver Spectre Shooting Brake has been styled by the Niels van Roij Design studio, which also supervised the construction process. Based in Utrecht, Holland, Niels van Roij Design has become renowned for its stunning conversions on upmarket chassis, including its Ferrari 'Breadvan' homage and Range Rover Adventum coupé. The Silver Spectre project was conceived and overseen by the owner in collaboration with Niels van Roij Design. According to its creator: "The elongated lines signal masterful craftsmanship and exquisite style. A manifestation of Grand Touring in its purest form."

Carried out by Carat Duchatelet in 2018-2020, this conversion is based on the Rolls-Royce Wraith Gran Turismo coupé, one of the world's most exclusive and desirable cars from a company unsurpassed in motoring excellence. Intended to be one of seven, this is and will remain the sole example built. Usually such conversions end up adding considerable weight, but the use of carbon fibre for the Spectre's lengthy roof has meant that this has been kept to a minimum. Also noteworthy is the hand-made 'infinity starlight' headliner, a bold statement and showcase of this car's bespoke qualities. Claimed to be a world's first, it is a celestial nightscape of fibre-optic strands; the stars fade out towards the rear, giving the impression of an endless starlit sky.

Produced mid-2015, the Wraith was first registered to Rolls-Royce in the UK in January 2016 (it is assumed it was kept as a show car and/or demonstrator) and was later purchased by the current vendor. The car was last serviced in 2018 at 15,147 kilometres by Rolls-Royce München immediately prior to the start of the conversion process, which took some 18 months and 2,500 man-hours to complete.



When launched in 2013 the Wraith had a base price of around €215,750, though owners availing themselves of the lengthy options list - and most did - ended up paying considerably more. The cost of the conversion alone was a staggering €300,000, making the Spectre one of the costliest cars ever made; small wonder then that only one was built. Only some 200 kilometres have been driven since the conversion's completion and this stunning Silver Spectre shooting brake is presented in excellent condition throughout. Covid restrictions have made it impossible to exhibit the Silver Spectre until now, and Bonhams' Monaco sale will be its first official public outing.

Offered with its (copy) factory build sheet, a copy of the old UK V5C Registration Certificate in the name of Rolls-Royce Motor Cars and current Dutch registration papers (only for Dutch buyers the BPM is due), this one-off Silver Spectre Shooting Brake has covered only 17,800 kilometres from new and is worthy of the closest inspection. A unique 'must have' for the Rolls-Royce connoisseur.

Please be advised that this lot will be subject to VAT.
€370,000 - 550,000



130*

1958 ASTON MARTIN DB MARK III DHC

Coachwork by Tickford

Chassis no. AM300/3/1522

Engine no. DBA/1138

- One of only 85 DB Mark III drophead coupés
- Original left-hand drive model
- Delivered new to California, USA
- Original matching numbers engine
- Engine rebuilt by Aston Martin Works in April 2021

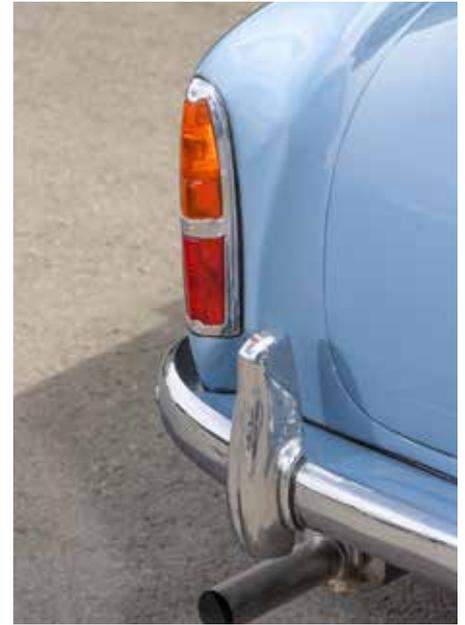


"Many Aston Martin enthusiasts regard the DB Mark III as the most desirable of the early Feltham cars." - Paul R Woudenberg, *Aston Martin Buyers' Guide*.

The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications.

Two years after the introduction of the mildly restyled DB2/4 Mark II came the DB Mark III - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, some 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose gave the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver.

The 3.0-litre engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. A maximum output of 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version.



Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the Mark III was faster than any of its predecessors with a top speed of 120mph. Total DB Mark III production amounted to 551 cars, of which 85 were drophead coupés and four were fixed-head coupés.

Unbeknown to many, the DB Mark III is another 'James Bond' Aston Martin, appearing in Ian Fleming's novel 'Goldfinger', though by the time the book made it to the screen the DB5 was the current model so that was used instead.

Its accompanying copy guarantee form reveals that this DB Mark III drophead coupé was built in left-hand drive configuration and delivered new to Hans Baruch of Berkeley, California. Although far from a household name, inventor Hans Baruch (1925-2013) is noted for his contributions to the development of scientific apparatus and instruments that revolutionised the fields of clinical chemistry and the practice of medicine. Delivered on 2nd July 1958, '1522' was originally finished in Deep Carriage Green with light cream Connolly leather interior trim and a black Everflex roof. Only one subsequent owner is listed: Ken Lawrence of Pleasant Hill, California (from 1983).

The Aston Martin Owners Club Register lists a number of events entered by '1522', commencing in 1989 when the car was owned by one S T Hamilton. That same year the car received a 1st in class award at the Monterey Festival Concours d'Elegance and was displayed at the Pebble Beach Concours. In 1998, by which time it had been acquired by one J F Rosenstock, '1522' was displayed at the Rodeo Drive Concours and the following year was displayed again at Pebble Beach. Also in 1999, the DB Mark III featured in Sports Car International and Sports Cars Illustrated magazines, and achieved a 1st in class award at the Newport Beach Concours d'Elegance.

It is understood that the Aston was restored, incorporating various engine upgrades, while belonging to R F Rosenstock, though, sadly, some of the original historical documents have been lost over the years. In April 2021 the engine was fully rebuilt by Aston Martin Works, who have also repainted and re-trimmed the dashboard. Ready to be enjoyed, this handsome DB Mark III drophead coupé typifies the most attractive of all the Feltham-based company's models of the 1950s.
€250,000 - 300,000

131

1952 JAGUAR XK120 ROADSTER

Chassis no. 672753

Engine no. W5762-8

- *Delivered new to the USA*
- *Matching numbers engine and chassis*
- *Restored circa 20 years ago*
- *ACA concours award winner*
- *Five-speed manual gearbox*





Its accompanying Jaguar Daimler Heritage Trust Certificate reveals that this stunning, matching-numbers XK120 Roadster was completed on 26th August 1952 and despatched seven days later to Jaguar's East Coast USA distributor, Max Hoffman of New York. The car left Jaguar's Brown's Lane factory finished in Gunmetal with matching soft-top and red interior trim. Little more is known of the car's history in the USA other than the fact that it was painstakingly restored by a previous owner some 20-or-so years ago.

Some measure of the restoration's quality may be gained from the fact that this XK120 subsequently won several prestigious concours awards nationally including Junior and Senior awards at the AACA (Antique Automobile Club of America) fall meeting at Hershey, Pennsylvania. Quite by chance, the pre-restoration owner saw his old XK at the Hershey meeting and was able to buy the car back from the custodian that had restored it. Lovingly cared for by the second-time-around owner, the Jaguar later found its way to the UK where it was registered in 2011 as '127 YUH'.

Acquired by the current vendors in 2011, the car has been serviced regularly by recognised specialists Prestige Garage in Venice on the Côte d'Azur where it is presently being prepared for sale. Since its acquisition by the vendors, the car has been fitted with a five-speed manual gearbox, replacing the original four-speed unit.

This XK120 was a class winner at the Monte Carlo Motor Legend Concours d'Élégance; came third in the Concours d'Élégance at the Paris-Deauville Rally; and was a class winner at the Paris-Côte d'Azur Rally Concours d'Élégance. Currently registered in France, this beautiful XK120 comes complete with its operation and maintenance handbook; service manual; jack; and sundry service invoices.

€100,000 - 120,000

1973 MASERATI MERAK

Chassis no. AM122 0242

- One of circa 600-or-so 'First Generation' models built
- Present ownership since 2017
- Original exterior colour and interior
- Suspension spheres refurbished



The most successful Maserati of its day, the Merak ceased production in 1983 after 1,832 had been built, the approximate split being 1,000 SS models, 200 2000 GTs, and 600-or-so of the original version built between 1972 and 1975. The car was acquired by its current owner in July 2017 in a public sale. There was no history or documentation with the Maserati, which currently displays an uncertified total of 11,352 kilometres on the odometer, some 500 with the current owner.

The body has been repainted in the original red colour. The original 15" alloy Campagnolo wheels have been repainted also, and in 2018 were shod with Uniroyal tyres which remain in 'as new' condition. The spare wheel has never been used. Featuring the dashboard inherited from the Citroën SM, which is fully functional, the original interior is trimmed in black leather and grey Alcantara and is reported as in good condition. A Pioneer radio/CD player with auxiliary front socket (detachable) is fitted, and it should be noted that the air conditioning is not working. The Maserati Merak V6 engine and five-speed manual gearbox are original too.

Registered in Monaco, the Merak was recently at a specialist workshop and has been treated to a cosmetic refreshment and detailing. The owner has had the car checked over prior to sale and it will come with refurbished suspension spheres. A record of the work done since the vendor's acquisition in 2017 is on file (invoices of about €10,000 available). In particular, the latter contains the technical control report together with invoices for Garage Maion in Fréjus and Storic-Italia in Marseille. Works carried out include repairing the electrics, overhauling the alternator, and adjusting the gearchange linkage.

€45,000 - 65,000

Bonhams Worldwide Motoring Department

Sales Calendar 2021

April 23

The Monaco Sale
Important Collectors' Motor Cars and Automobilia
The Fairmont Hotel, Monaco

May 19

The Bond Street Sale
Important Collectors' Motor Cars
New Bond Street, London, UK

May 20

The Amelia Island Auction
Collectors' Motor Cars and Automobilia
Fernandina Beach, Florida, USA

May 22

MPH May Auction
Modern, Popular & Historic Motor Cars
Bicester Heritage, Oxfordshire, UK

June 3 (TBC)

Greenwich Concours d'Elegance
Collectors' Motor Cars and Automobilia
Greenwich, Connecticut, USA

June 1-14

Automobilia Online including Aston Martin Automobilia

June 5-6

The Summer Stafford Sale
Collectors' Motorcycles, Spares & Memorabilia
The International Classic MotorCycle Show, UK

June 20

The Bonmont Sale
Important Collectors' Motor Cars
Bonmont Golf & Country Club, Switzerland

July 9

The Goodwood Festival of Speed Sale
Important Collectors' Motor Cars and Automobilia
Goodwood House, Chichester, UK

July 17

MPH July Auction
Modern, Popular & Historic Motor Cars
Bicester Heritage, Oxfordshire, UK

August 13

The Quail Lodge Auction
Collectors' Motor Cars
Carmel, California, USA

September 4-5

MPH @ The Beaulieu Sale
Collectors' Motor Cars and Automobilia
The National Motor Museum, Hampshire, UK

September 18

The Goodwood Revival Sale
Important Collectors' Motor Cars and Automobilia
Goodwood Motor Circuit, Chichester, UK

October 3

Collectors' Motor Cars and Automobilia
Simeone Foundation
Philadelphia, Pennsylvania, USA

October 9-10

The Autumn Stafford Sale
Collectors' Motorcycles, Spares & Memorabilia
The Classic Motorcycle Mechanics Show, UK

October 10

The Zoute Sale
Collectors' Motor Cars
Knokke-Heist, Place Albert de Knokke Le Zoute
Belgium

November 5

The Golden Age of Motoring Sale '1886 -1939'
Veteran, Vintage and Post-Vintage Motor Cars
and Related Automobilia
New Bond Street, London, UK

December 4

The Bond Street Sale
Important Collectors' Motor Cars
New Bond Street, London, UK

December 11

MPH December Auction
Modern, Popular & Historic Motor Cars
Bicester Heritage, Oxfordshire, UK

December 1-14

Automobilia Online

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 - **'Prix d'adjudication'** ou **'Prix au Marteau'**: le prix sans les frais, exprimé dans la devise du pays dans lequel la vente a lieu, auquel un Lot est attribué par le commissaire-priseur habilité à l'acheteur.
 - **'Prix de réserve'**: le prix minimum auquel un Lot peut être vendu et convenu entre Bonhams et le Vendeur.
- Les Lots marqués d'un (#) sont mis en vente par un membre de Bonhams.

Etat des Lots

- Bonhams conseille aux enchérisseurs d'examiner avec attention avant la vente aux enchères publiques le ou les Lots pouvant les intéresser. Des rapports de condition sur l'état des Lots sont disponibles sur demande auprès du département concerné.
- Tous les renseignements concernant l'état d'un Lot dans les descriptions du catalogue ou dans les rapports de condition ainsi que toute déclaration orale constituent l'expression d'une opinion. Les références faites dans les descriptions du catalogue ou dans les 'conditions reports' concernant l'état d'un Lot, relatives à un accident ou une restauration, sont données afin d'attirer l'attention de l'acheteur.
- L'état d'un Lot peut varier entre le moment de sa description dans le catalogue et celui de sa présentation à la vente. Toute variation de ce type sera annoncée au moment de la vente et consignée au procès-verbal de vente.

Les enchères

- Toute personne désireuse d'enchérir sera tenue avant la vente de remplir auprès de Bonhams un formulaire d'enregistrement. Elle remettra à Bonhams une pièce d'identité ainsi que ses références bancaires. Le formulaire dûment rempli, signé et daté sera remis à Bonhams avant que la vente ne commence et un numéro d'enregistrement sera affecté à chaque enchérisseur potentiel.
- Tout enchérisseur sera considéré et présumé avoir agi pour son propre compte, à moins que, avant la vente, il n'ait expressément porté à la connaissance de Bonhams, par écrit, qu'il agissait pour le compte d'un tiers et que ce tiers ait été agréé par Bonhams.
- Le fait d'enchérir impliquera automatiquement pour l'enchérisseur qu'il aura lu, compris et accepté les conditions de vente générales.
- La vente se déroulera en français qui est la langue qui fait autorité d'un point de vue juridique.
- Les enchères sont effectuées en euros. Les conversions dans les différentes monnaies affichées sur un tableau électronique peuvent légèrement différer des taux légaux. Bonhams dégage toute responsabilité dans le cas de non fonctionnement ou d'erreur d'affichage ; seul le montant de la dernière enchère tel qu'exprimé par le commissaire-priseur habilité devra être pris en considération.
- Bonhams se réserve le droit, à son entière discrétion, de refuser à toute personne la participation aux enchères.
- Les estimations fournies par Bonhams le sont à titre indicatif et ne peuvent être considérées comme une quelconque garantie d'adjudication.
- Si un prix de réserve a été fixé, le commissaire-priseur habilité se réserve le droit de porter des enchères pour le compte du vendeur jusqu'à atteindre le prix de réserve.
- Bonhams ne saurait être tenue responsable en cas de vente d'un Lot pour lequel aucun prix de réserve n'aurait été fixé, pour un montant inférieur à l'estimation.
- La mise à prix sera fixée à l'entière discrétion du commissaire-priseur.

Ordres d'achat

- Bonhams offre la possibilité aux acheteurs potentiels n'assistant pas à la vente d'enchérir par l'intermédiaire d'un ordre écrit ou par téléphone. Pour ce faire, des formulaires sont à disposition sur place et annexés au catalogue.
- Le défaut ou une erreur d'exécution d'un ordre d'achat n'engagera pas la responsabilité de Bonhams. Cette faculté ne constituant qu'un service proposé gracieusement à l'acheteur potentiel.
- Si Bonhams reçoit plusieurs ordres écrits pour des montants identiques sur un même Lot et si, lors des enchères, ces ordres représentent les enchères les plus élevées, celui-ci sera adjudgé à l'enchérisseur dont l'ordre aura été reçu en premier.
- Bonhams ne pourra voir sa responsabilité engagée si la liaison téléphonique n'est pas établie pour cause d'un problème technique, d'une erreur ou d'une omission.

Les incidents de la vente

- Dans le cas où un litige surviendrait entre deux enchérisseurs simultanés après l'adjudication, la vente serait annulée et le Lot faisant l'objet du litige serait immédiatement remis aux enchères au prix proposé par les enchérisseurs et tout le public présent sera admis à enchérir de nouveau. En tout état de cause, l'enchère est close dès le coup de marteau et la prononciation du mot **'adjudgé'**.
- Conformément à l'article 321-14 alinéa 3 du Code de Commerce, à défaut de paiement par l'acheteur, après mise en demeure restée infructueuse, le bien est remis en vente à la demande du vendeur sur fausse enchère de l'acheteur défaillant. Si le vendeur ne formule pas cette demande dans un délai d'un mois à compter de l'adjudication, la vente est résolue de plein droit. De plus, Bonhams se réserve le droit de réclamer à l'adjudicataire défaillant des intérêts au taux légal majoré de cinq points, le remboursement des frais supplémentaires du fait de cette défaillance et le paiement de la différence entre le prix d'adjudication initial, le prix d'adjudication sur fausse enchère s'il est inférieur et éventuellement les dommages et intérêts en fonction du préjudice subi..

Adjudication

- Les enchères seront closes lorsque le commissaire-priseur aura simultanément donné un coup de marteau et prononcé le mot 'adjudgé'.

- Si le prix de réserve fixé n'est pas atteint, le Lot sera adjudgé par un simple coup de marteau.

- Au moment de l'adjudication, l'acheteur devra indiquer au commissaire-priseur le numéro qui lui a été attribué.

- Dès l'adjudication, tous les risques afférents au Lot seront transférés à l'acheteur dans leur intégralité et sans la moindre réserve. A charge pour l'acheteur de faire assurer ses achats. Bonhams décline toute responsabilité quant aux dommages que l'achat pourrait encourir entre le moment de l'adjudication et le retrait du Lot en cas de défaillance de l'acheteur sur ce point.

Préemption de l'état français

- L'état français dispose d'un droit de préemption sur les biens meubles présentés en vente aux enchères publiques. L'exercice de ce droit s'effectue par l'intermédiaire d'un représentant de l'Etat présent dans la salle. L'Etat se substitue alors au dernier enchérisseur et dispose de quinze jours pour confirmer ce droit de préemption. Bonhams ne pourra être tenue responsable de l'exercice de ce droit par l'Etat français.

Le paiement

- En plus du prix d'adjudication pour chaque lot l'acheteur convient de payer à Bonhams une prime d'achat de:

- Concernant les lots de Automobiles et de Motos
15% sur chaque véhicule

- Concernant les lots Automobilia
25% sur les premiers 150,000€
20% au dessus de 150,001 et jusqu'à 2,000,000€
12.5% à partir de 2,000,000€

- La TVA au taux normal est prélevée sur la prime d'achat par tous les acheteurs.

- Des frais additionnels ou taxes spéciales peuvent être dus sur certains Lots en plus des frais et taxes habituelles. Cela sera indiqué dans le catalogue de vente ou bien par une annonce faite au moment de la vente par le commissaire-priseur.

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

- Bonhams se réserve le droit de garder les Lots vendus jusqu'au paiement intégral et à l'encaissement effectif du prix d'adjudication, des frais et taxes applicables.

Symboles précédents les numéros de Lot :

† Taux de TVA en vigueur sur le prix d'adjudication ainsi que la prime d'achat

Ω TVA sur les objets importés au taux en vigueur prélevable sur le prix d'adjudication ainsi que la prime d'achat.

* TVA sur les objets importés à un taux préférentiel de 5.5% sur le prix d'adjudication et un taux en vigueur sur la prime d'achat.

Y Les Lots peuvent être assujettis à des réglementations particulières lors de leur export dans un pays tiers de l'union Européenne. Veuillez regarder le paragraphe sur les espèces en voie de disparition qui se trouve dans le catalogue.

Ⓞ Ce lot contient ou est fabriqué en ivoire.
Le Gouvernement des Etats-Unis a interdit l'importation d'ivoire aux USA.

≈ Veuillez noter qu'en raison d'une récente législation, il se pourrait que le rubis et la jadéite d'origine birmane (Myanmar) ne puissent pas être importés aux Etats-Unis. Les rubis et jadéites d'origine non birmane nécessitent un certificat avant de pouvoir être importés aux Etats-Unis.

Le taux en vigueur de la TVA au moment de l'impression est de 20% mais il peut être sujet à des changements de la part du gouvernement et le taux prélevable sera celui en vigueur le jour de la vente.

Automobiles et Motos de collection

- L'acquéreur d'un véhicule automobile devra accomplir toutes les formalités nécessaires, de quelque nature que ce soit, pour l'utiliser sur la voie publique, conformément à la législation en vigueur. L'adjudicataire étant censé connaître cette législation, en aucun cas Bonhams ne pourra être tenue responsable du non respect par l'adjudicataire des formalités citées.

- Il tient de la responsabilité de l'acheteur de consulter, avant la vente, les documents relatifs au véhicule qu'il souhaite acquérir notamment des contrôles techniques et les titres de circulation.

- Le kilométrage mentionné dans les descriptifs correspond à celui lu sur les compteurs et ne saurait garantir la distance réelle effectivement parcourue par les véhicules. Bonhams ne pourrait voir sa responsabilité engagée dans le cas échéant.

- L'année annoncée dans la description de chaque Lot correspond à l'année figurant sur le titre de circulation dudit Lot.

Exportations des Lots

- Tout véhicule provenant de l'Union Douanière française ou bénéficiaire du régime de l'importation temporaire, s'il demeure dans l'Union Douanière pourra être enlevé sur simple présentation du bordereau dont le montant aura été intégralement réglé. Si en revanche l'adjudicataire entend exporter le véhicule hors de l'Union Douanière, il lui appartiendra, sous son entière et seule responsabilité d'accomplir toutes les démarches et formalités requises par la loi en vigueur. En aucun cas Bonhams ne pourra être recherchée pour non respect ou accomplissement desdites formalités.

- Importation temporaire: les véhicules précédés d'un signe oméga (Ω) devant le numéro de Lot ont été confiés par des propriétaires extra-communautaires. Les acheteurs devront acquitter de la TVA applicable au taux en vigueur en plus des enchères, qui pourra être remboursée aux acheteurs extra-communautaires sur présentation des documents d'exportation dans un délai d'un mois après la vente.

Certificat d'exportation

- La demande de certificat pour un bien culturel en vue de sa libre circulation hors du territoire français (licence d'exportation) ou de tous autres documents administratifs n'affecte pas l'obligation de paiement incombant à l'acheteur.

Espèces En Voie De Disparition

- Veuillez noter que les Lots précédés du Symbole (Y) sont susceptibles de requérir une licence spéciale du Département Français de L'Environnement avant de pouvoir quitter la France compte tenu des matériaux présents dans le Lot. Nous suggérons aux acheteurs de se renseigner eux-mêmes auprès des autorités compétentes avant d'encherir.

Droits de reproduction

- Bonhams est titulaire du droit de reproduction de son catalogue. Toute reproduction est interdite sans une autorisation écrite de Bonhams.

- Bonhams dispose en tant que maison de vente aux enchères publiques, d'une tolérance concernant la reproduction d'œuvres dans son catalogue de vente alors même que le droit de reproduction ne serait pas tombé dans le domaine public.

- Conformément au droit de la propriété littéraire et artistique, la vente d'une œuvre n'implique pas la cession du droit de reproduction et de représentation de l'œuvre.

Loi et compétence juridictionnelle

- Le présent contrat, toute réclamation, tout litige ou différend le concernant et tout point en découlant, sera régi par le droit anglais et interprété conformément à celui-ci.

- Chaque partie convient irrévocablement que les tribunaux d'Angleterre auront compétence exclusive pour connaître de toute réclamation, tout litige ou différend concernant le présent contrat et tout point en découlant, hormis le fait que Bonhams peut engager des poursuites contre vous devant tout autre tribunal compétent dans la mesure permise par la législation de la juridiction pertinente.

- Vous renoncez irrévocablement à tout droit dont vous pouvez vous prévaloir de contester toute action en justice devant les tribunaux d'Angleterre ou toute autre juridiction devant laquelle Bonhams engage des poursuites contre vous conformément à la clause précédente, de revendiquer que l'action en justice a été engagée devant un forum non conveniens ou de revendiquer que ces tribunaux ne sont pas compétents.

- Les dispositions des présentes Conditions Générales sont indépendantes les unes des autres. La nullité de quelconque disposition ne saurait entraîner l'inapplicabilité des autres.

- Seule la version en langue française des présentes Conditions Générales fait foi. Toute version dans une autre langue ne sera considérée qu'accessoire.

General Conditions

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

Bonhams France SAS, Auction House (SVV approved under number 2007-638, RCS 500 772 652) is a company dedicated to the voluntary sale of goods by auction, governed by articles L.321-1 et seq of the code of commerce.

Any reference in these general conditions to “Bonhams” will be deemed a reference to Bonhams France SAS (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 appended to this same catalogue. Bonhams may 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 France SAS who is authorised to manage the sale.
- “Bidder” the party who bids during an auction sale or bidding, through an intermediary or representative of Bonhams France SAS pursuant to a purchase order.
- “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, and agreed between Bonhams and the Vendor.

The Lots marked by (#) belong to a member of Bonhams company.

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 such variation shall be announced at the time of sale, and entered into the sales report.

Auctions

- Any party wishing to bid must, before the sale, fill in a Bonhams 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.

- Anyone who bids at the auction is understood to have read and accepted the conditions of sale.

- The sale shall take place in French, which is the official legal language of the sale.

- Auctions are held in Euros. Conversions to different currencies displayed on an electronic board may be slightly different from the legal rate. Bonhams rejects any liability in the event of any malfunction or incorrect display. Only the amount of the last bid, as expressed by the auctioneer, must be taken into account.

- Bonhams reserves the right, at its entire discretion, to refuse participation in its auctions to any person.

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

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

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

- Pricing 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.

- Failure or error in the execution of an absentee bid order shall not incur the liability of Bonhams. 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, an error or omission.

Incidents affecting the sale

- In the event of a dispute arising between two simultaneous bidders after the awarding of the Lot, the sale shall be cancelled and the disputed Lot immediately auctioned at the price proposed by the bidders, and all those present will have a right to bid. In any event, the auction is closed once the hammer has fallen and the word “adjuge” (sold) is pronounced.

- Pursuant to article 321-14 line 3 of the Code of Commerce, in the event of breach of payment by the Buyer after formal notification has gone unheeded, the item will be put back on sale at the request of the vendor on false bidding by the defaulting Buyer. If the vendor does not make this request within one month of the sale, the sale is cancelled ex officio. Furthermore, Bonhams reserves the right to claim from the defaulting bidder interest at the legal interest rate plus five points, the reimbursement of additional costs due to this breach and the payment of the difference between the initial sales price, the sales price on false bidding if lower, and any damages due to detriment suffered.

Sale

- Sales are closed once the auctioneer has simultaneously struck his hammer and pronounced the word “**adjudé**” (“sold”).
- If the reserve price has not been met, the Lot will be awarded merely by the strike of a hammer.
- At the moment of sale, 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.

Pre-emption right of the French state

- The French state has a right of pre-emption to the goods put on public auction. This right shall be effected via a representative of the state present in the auction room. The state will then substitute the last bidder, and has fifteen days to confirm this right of first refusal. Bonhams may not be held liable if the French state exercises this right.

Payment

- In addition to the Hammer price, for each Lot the Buyer agrees to pay Bonhams a Buyer's Premium of:
 - Motor Cars and Motorcycles
15% of the Hammer Price on each vehicle
 - Automobilia
25% up to €150,000 of the Hammer Price
20% from €150,001 to €2,000,000 of the Hammer Price
12.5% from €2,000,000 of the Hammer Price
- TVA at the standard rate is payable on the Buyers Premium by all Buyers.
- 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 hold on to Lots sold until full payment and effective encashment of the sales price, plus applicable fees and taxes.

Symbols beside Lot numbers:

- † TVA at the prevailing rate on Hammer Price and Buyer's Premium
- Ω TVA on imported items at the prevailing rate on Hammer Price and Buyer's Premium
- * TVA on imported items at a preferential rate of 5.5% on Hammer Price and the prevailing rate on Buyer's Premium
- Y Lots may be subject to specific regulations when exporting these items outside the EU. Please see the section on Endangered Species in the catalogue.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.

The prevailing rate of TVA at the time of going to press is 20% 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 and Motorcycles

- 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 consult, 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 effectively travelled by vehicles. Bonham may not have its liability incurred in any event.
- The year announced in the description of each Lot corresponds to the year on the road documents.

Exporting Lots

- Any car from within the French customs union or benefiting from the temporary import regime, if remaining within the customs union, may be taken away on mere presentation of the schedule of a docket whose amount has been paid in full. If, on the other hand, the winning bidder intends to export the vehicle outside the customs union, it is his responsibility, under his full and sole responsibility, to carry out all measures and formalities required by current law. Under no circumstances may Bonhams be held liable for failure to respect or carry out said formalities.
- Temporary import: vehicles preceded by an omega sign (Ω) beside the Lot number have been submitted by owners from outside the EU. Buyers must pay applicable TVA on top of their bids, which may be reimbursed to Buyers from outside the EU on presentation of export documents within one month of the sale.

Export licence

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

Endangered Species

Please be aware that all Lots marked with the symbol Y may require a specific licence, from the French Department of the Environment before leaving France, due to the nature of the material incorporated in the Lot. We suggest Buyers satisfy themselves of any requirements prior to Bidding.

Copyright

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

Law and jurisdictional competence

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



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*ceci n'est pas
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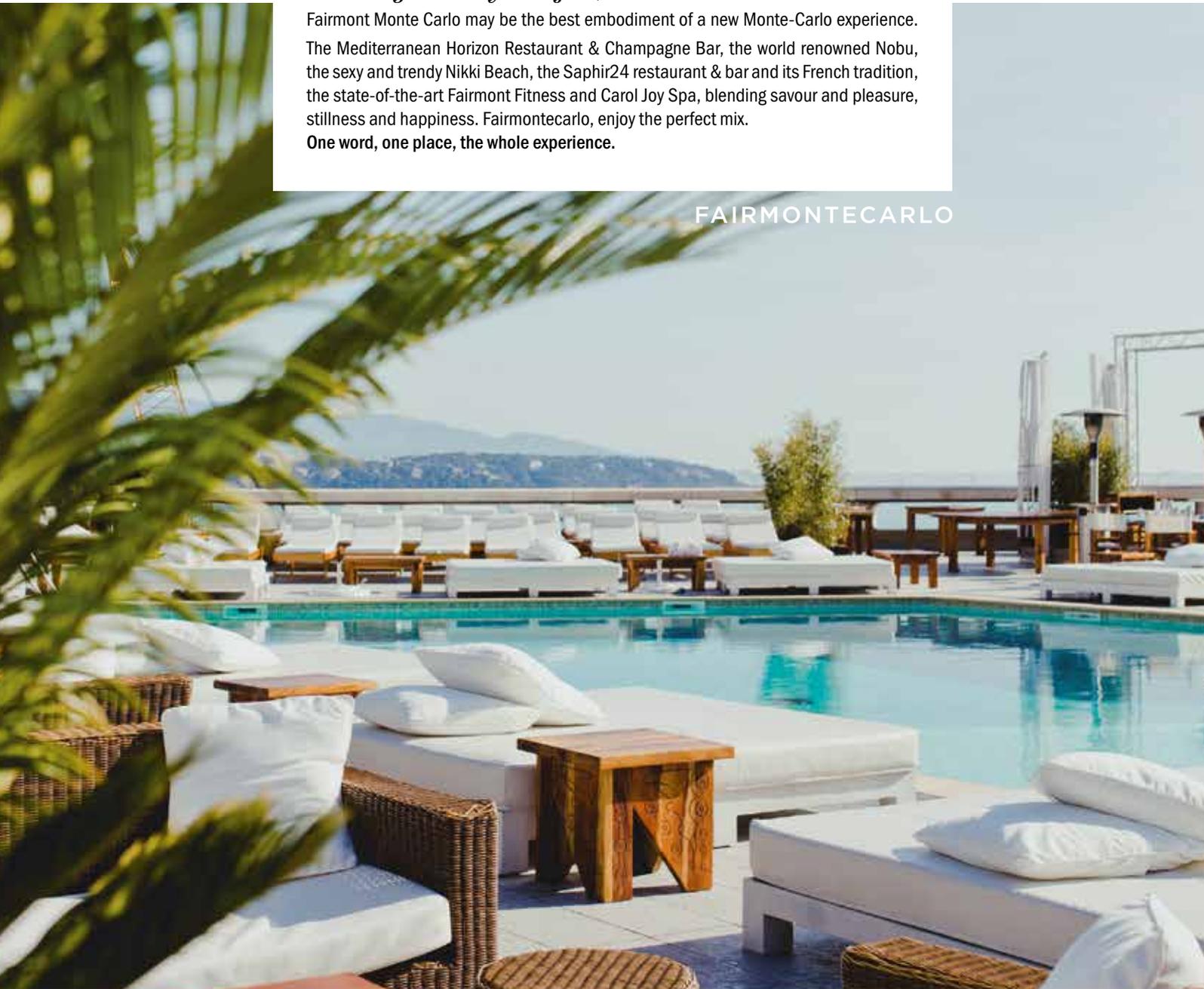
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AUCTIONEERS SINCE 1793



1982 DE TOMASO PANTERA GT5
£120,000 - 160,000 *



A concours example
1969 DE TOMASO MANGUSTA
£200,000 - 250,000 *



Final call for entries

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Important Collectors' Motor Cars

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ENQUIRIES

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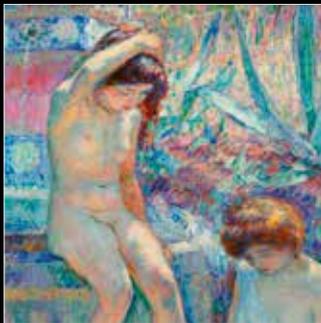
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1961 AC ACE 2.6-LITRE ROADSTER
£240,000 - 280,000 *

Bonhams

AUCTIONEERS SINCE 1793



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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' General Conditions and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Important Information relating to this Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

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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.

Bonhams

Sale title: The Monaco Sale		Sale date: 23 April 2021													
Sale no. 26125		Sale venue: Fairmont Monte-Carlo													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table style="width: 100%;"> <tr> <td>€10 - 200by 10s</td> <td>€10,000 - 20,000by 1,000s</td> </tr> <tr> <td>€200 - 500by 20 / 50 / 80s</td> <td>€20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>€500 - 1,000by 50s</td> <td>€50,000 - 100,000by 5,000s</td> </tr> <tr> <td>€1,000 - 2,000by 100s</td> <td>€100,000 - 200,000by 10,000s</td> </tr> <tr> <td>€2,000 - 5,000by 200 / 500 / 800s</td> <td>above €200,000at the auctioneer's discretion</td> </tr> <tr> <td>€5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				€10 - 200by 10s	€10,000 - 20,000by 1,000s	€200 - 500by 20 / 50 / 80s	€20,000 - 50,000by 2,000 / 5,000 / 8,000s	€500 - 1,000by 50s	€50,000 - 100,000by 5,000s	€1,000 - 2,000by 100s	€100,000 - 200,000by 10,000s	€2,000 - 5,000by 200 / 500 / 800s	above €200,000at the auctioneer's discretion	€5,000 - 10,000by 500s	
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Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
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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 GENERAL CONDITIONS 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:
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* 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.

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Formulaire d'inscription et d'enchère

(Ordre d'achat en personne / en absence / en ligne / par téléphone)

Veillez entourer le mode d'enchère ci-dessus.

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Titre de la vente aux enchères: Les Grandes Marques à Monaco		Date de la vente: 23 apr 2021												
N° de la vente: 26125		Lieu de la vente: Fairmont Monte-Carlo												
<p>Si vous n'assistez pas à la vente en personne, veuillez fournir les coordonnées des lots pour lesquels vous souhaitez faire une enchère au moins 24 heures avant la vente. Les enchères seront arrondies à la surenchère inférieure la plus proche. Veuillez consulter l'avis aux enchérisseurs publié dans le catalogue pour tout complément d'information se rapportant aux offres par téléphone, en ligne ou par écrit que Bonhams peut accepter en votre nom. Bonhams fera tout son possible pour exécuter ces ordres d'achat en votre nom mais ne sera pas tenu pour responsable en cas d'erreurs ou de manquement à exécuter ces offres d'achat.</p> <p>Paliers d'enchère généraux:</p> <table border="0"> <tr> <td>€10 - 20010s</td> <td>€10,000 - 20,0001,000s</td> </tr> <tr> <td>€200 - 50020 / 50 / 80s</td> <td>€20,000 - 50,0002,000 / 5,000 / 8,000s</td> </tr> <tr> <td>€500 - 1,00050s</td> <td>€50,000 - 100,0005,000s</td> </tr> <tr> <td>€1,000 - 2,000100s</td> <td>€100,000 - 200,00010,000s</td> </tr> <tr> <td>€2,000 - 5,000200 / 500 / 800s</td> <td>au-delà de €200,000à la discrétion du commissaire-priseur</td> </tr> <tr> <td>€5,000 - 10,000500s</td> <td></td> </tr> </table> <p>Le commissaire-priseur peut, à sa discrétion, diviser les offres d'achat à tout moment.</p>			€10 - 20010s	€10,000 - 20,0001,000s	€200 - 50020 / 50 / 80s	€20,000 - 50,0002,000 / 5,000 / 8,000s	€500 - 1,00050s	€50,000 - 100,0005,000s	€1,000 - 2,000100s	€100,000 - 200,00010,000s	€2,000 - 5,000200 / 500 / 800s	au-delà de €200,000à la discrétion du commissaire-priseur	€5,000 - 10,000500s	
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€5,000 - 10,000500s														
Numéro client		Titre												
Prénom		Nom												
Nom de la société (pour l'envoi de la facture le cas échéant)														
Adresse														
Ville		Département/Région												
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Téléphone (soir)		Télécopie												
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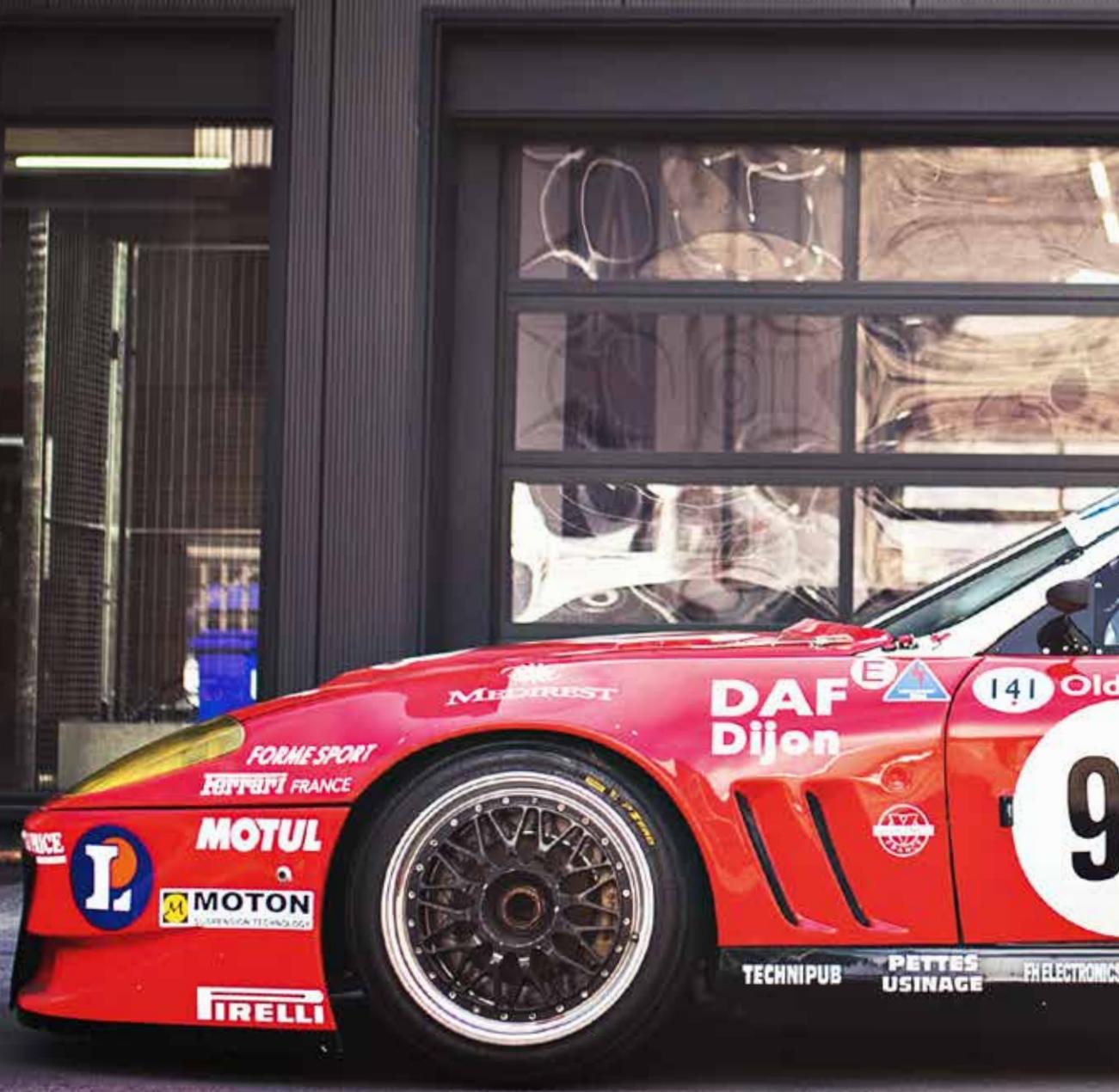
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