

Bonhams

THE
GS+AAD
SALE



Gstaad Palace | 3 juillet 2022





Introduction



For 14 years I have been longing to host another Bonhams car auction at the Palace. So you can imagine how excited I am to welcome this prestigious event back to my hotel.

For 10 years, from 1998 to 2008, we hosted a fairytale Ferrari sale at the Palace every December, just before Christmas. It became so famous that some people from the car world knew the Gstaad Palace only through this former Brooks and later Bonhams event!

The new sale, offering cars from a range of luxury marques, has moved to the summer. Even better, as Gstaad is irresistible in the summer, and we can use the grounds around our castle to provide more exhibition space. It will certainly be one of THE summer events in Gstaad with additional exhibitions and exciting side events.

I can't wait to hear again the 8- and 12-cylinder engines of these prestigious cars and for the smell of petrol and aged leather wafting into my office. Welcome back dear guests and dear Bonhams for another fairytale weekend!

Andrea Scherz
General Manager & Owner – Gstaad Palace





We are delighted to invite you back to our first auction sale here in Gstaad since 2008 and more particularly held at the glorious setting of the Gstaad Palace Hotel, first opened in December of 1913 over a century ago.

We welcome you to this sale where we offer a carefully curated selection of several dozen motor cars ranging from a low mileage Swiss delivery 1991 Ferrari F40, a 1951 Bentley MKVI coupé with coachwork by Graber of Switzerland, one of a mere 3 produced with only 2 remaining, to a 1958 Alfa Romeo 1900 with unique coachwork by Ghia Aigle of Lugano. There is really something for everyone, different for sure, some near concours in condition, others for

recommissioning but with the common denominator of quality and researched provenance.

Whether you are an experienced bidder wishing to enhance your collection or a first time buyer, I am confident that we offer something that will appeal to you.

On behalf of my colleagues Paul Gaucher, specialist and Head of motor car sales Switzerland, Livie Gallone, deputy Head of Switzerland and Andrea Bodmer, Head of Zurich and under the experienced guidance of our Head of Switzerland Victoria Rey de Rudder, I would also like to take this opportunity to thank Andrea Scherz, not only managing director of this venerable institution but also a friend and true car aficionado, for hosting this sale for this 2022 edition and for supporting us again with this event.

We hope to in this way rekindle a long and rewarding partnership over many years in the past with 'The Gstaad Palace' as we share the common goal of providing a rewarding experience with the very best service for our clients.

Philip Kantor

International Chairman Bonhams Motoring





THE GS+AAD SALE

Automobiles & Motos de collection

Gstaad, Suisse | 3 juillet 2022

Vente aux enchères au nom et pour le compte de tiers, en francs suisses et sans garantie

COMMISSAIRE-PRISEUR

Maarten ten Holder

BONHAMS (EUROPE) SA

Bonhams Genève
Rue Etienne-Dumont 10,
1204 Genève
+41 (0)22 300 31 60

GSTAAD PALACE HOTEL

Palacestrasse 28,
3780 Gstaad, Switzerland

VENTE AUX ENCHÈRES

Dimanche 3 juillet 2022
à 14h

EXPOSITION PUBLIQUE

Vendredi 1 juillet
13h-19h
Samedi 2 juillet
10h-17h
Dimanche 3 juillet
10h-13h

INFORMATIONS ET TÉLÉPHONES PENDANT L'ÉVÈNEMENT

+41 (0)44 281 95 35

NUMÉRO DE LA VENTE

27530

FRAIS D'ADJUDICATION

En sus du prix d'adjudication :

- L'acheteur domicilié en Suisse devra payer sur le prix d'adjudication de chaque lot des frais de vente s'élevant à 15% + TVA applicable au taux normal selon l'art. 8 para. 1 LTVA.
- L'acheteur domicilié à l'étranger devra payer sur le prix d'adjudication de chaque lot des frais de vente s'élevant à 15% (TVA non applicable selon l'art. 8 para. 1 LTVA).

TVA, TAXE SUR LES VÉHICULES ET DROITS DE DOUANE

Les lots marqués d'un † à côté du numéro de lot seront soumis à la TVA sur le prix du marteau.

Les lots marqués d'un Ω à côté du numéro de lot seront soumis (1) aux droits de douane suisses basés sur le poids du véhicule (2) à la taxe sur les véhicules automobiles sur le prix combiné du marteau et de la prime acheteur (3) la TVA sur le total du prix du marteau, du prime acheteur, des taxes automobiles et des droits de douane. Une exonération de la TVA est possible si le véhicule est transporté ou expédié directement à l'étranger (art. 23 al. 2 ch. 1 L TVA) ou si la procédure douanière du régime de l'admission temporaire a été apurée (art. 23 al. 2 ch. 3 L TVA). La présentation d'une preuve d'exportation ou d'apurement du régime de l'admission temporaire valable est nécessaire. Les droits de douane, la taxe sur les véhicules et la TVA seront remboursables, sous réserve d'une preuve d'exportation appropriée. La TVA est non-remboursable sur les autres frais.

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 de catalogue.

≠ ENCHÈRES RESTREINTES

Veillez noter que des formalités spéciales d'enregistrement seront exigées si vous souhaitez enchérir sur certains lots qui seront signalés par ce symbole ≠. Contactez notre service clients +44 (0) 20 7447 7447 ou bids@bonhams.com avant la vente. Veillez aussi noter que les enchères en ligne ne seront pas disponibles pour ces lots, en revanche nous serons ravis d'offrir la possibilité d'enchérir par téléphone si vous souhaitez enchérir à distance.

Auction on behalf of and for third parties, in Swiss francs and without guarantee

AUCTIONEER

Maarten ten Holder

BONHAMS (EUROPE) SA

Bonhams Geneva
Rue Etienne-Dumont 10,
1204 Genève
+41 (0)22 300 31 60

GSTAAD PALACE HOTEL

Palacestrasse 28,
3780 Gstaad, Switzerland

AUCTION DATE AND START TIMES

Sunday 3 July 2022
at 2pm

VIEWING

Friday 1 July
1pm - 7pm
Saturday 2 July
10am - 7pm
Sunday 3 July
10am - 1pm

CONTACT DETAILS DURING THE SALE PERIOD

+41 (0)44 281 95 35

SALE NUMBER

27530

BUYER'S PREMIUM (NOTICE TO BUYERS)

In addition to the hammer price: Buyers domiciled in Switzerland will have to pay on the hammer price of each lot a buyer's premium of 15% + VAT applicable at the standard rate according to art. 8 para. 1 LTVA. Buyers domiciled abroad must pay a buyer's premium of 15% on the hammer price of each lot (VAT not applicable according to Art. 8 para. 1 VAT Act).

VAT, CAR TAX & CUSTOMS DUTIES

Lots marked with a † next to the lot number will be subject to VAT on the hammer price.

Lots marked with an Ω next to the lot number will be subject to (1) Swiss customs duty based on the weight of the car, (2) car tax on the combined hammer price and buyer's premium, (3) VAT on the total of the hammer price, buyer's premium, car tax and customs duty. Exemption from VAT is possible if the car is transported or dispatched directly abroad (Art. 23 para. 2 no. 1 VAT Act) or if the customs procedure for temporary admission has been completed (Art. 23 para. 2 no. 3 VAT Act). Buyer will be able to receive a VAT Free Invoice from Bonhams if they ship with Bonhams Partnered Shippers otherwise the presentation of a valid proof of export or discharge of the temporary admission procedure is required. Customs duties, vehicle tax and VAT will be refunded, subject to appropriate proof of export. VAT is non-refundable on other charges.

IMPORTANT

The sale is conducted according to the general conditions printed at the back of this catalogue. We advise potential bidders to familiarise themselves with the "Important Information for Buyers" regarding customs, transport and storage.

≠ RESTRICTED BIDDING

Please note that special formalities are required should you wish to bid on Lots marked with this symbol ≠ Contact Client Services at +44 (0) 20 7447 7447 or bids@bonhams.com in advance of the sale. Please also note Online Bidding is not available for these Lots, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.

www.bonhams.com



Information Générale

Admission

Bonhams se réserve le droit de refuser l'admission dans ses locaux ou d'interdire toute personne de participer à ses ventes sans indication de motifs ni justification.

Ordre d'achat écrit

Bonhams exécutera les ordres d'achats écrits avec attention. Les lots seront achetés à un prix aussi avantageux que le permettent d'autres offres et réserves éventuelles.

Références

Les acheteurs potentiels doivent fournir leurs références bancaires. Les références doivent être transmises à Bonhams bien à temps avant la vente pour permettre à Bonhams de traiter les données.

Inscription à la vente

Pour reconnaître les enchérisseurs lors de la vente, tous les acheteurs potentiels sont tenus de remplir un formulaire d'inscription aux enchères, ainsi que de fournir leur identification complète et les références appropriées avant la vente, ce qui leur permettra d'enchérir au moyen du numéro qui leur est attribué.

Commission acheteur

Comme la grande majorité des maisons de vente aux enchères, Bonhams facture une échute sur le prix d'adjudication de chaque lot acheté, et qui est soumis à TVA. Certains lots peuvent également être soumis à la TVA, la taxe sur les véhicules et les droits de douanes sur le prix d'adjudication, ceux-ci seront clairement identifiés par un symbole (†, Ω) à côté du numéro de lot du catalogue.

Pour cette vente, l'échute sera de 15% du prix d'adjudication de chaque lot.

Dommage

Tout visiteur qui endommage un lot sera tenu pour responsable de tous dommages causés et remboursera à Bonhams ou à ses agents tous les coûts et dépenses liés à la réparation de ces dommages.

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
27.5% sur les premiers 25,000€
26% au dessus de 25,001€ et jusqu'à 700,000€
20% au dessus de 700,001€ à 4,000,000€
13.9% au dessus de 4,000,000€

- 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.

Modes de paiement

Nous portons votre attention particulière sur les points suivants concernant l'enregistrement et le paiement :
Le nom et l'adresse sous lesquels vous vous inscrivez seront les nom et adresse sur votre facture, en cas de succès. Nous ne pouvons pas modifier les détails de votre facture une fois émise. De plus, lors du paiement, le compte à partir duquel le paiement est envoyé doit correspondre aux coordonnées de l'acheteur, conformément au formulaire d'enregistrement de l'acheteur et à la facture établie.

Nous ne pouvons accepter aucun paiement par des tiers. Si un paiement par un tiers est effectué, cela entraînera un retard important dans le traitement de votre paiement et votre capacité à récupérer votre achat.

Les achats ne peuvent être libérés que lorsque le règlement intégral (toutes charges comprises) de toutes les factures adressées à l'acheteur est reçu et les fonds traités. Avant de miser, vous devez vous assurer de disposer des fonds nécessaires et de pouvoir payer conformément à l'une des méthodes décrites ci-dessous.

Le mode de paiement préférentiel de Bonhams est par virement bancaire.

Virement bancaire: Vous pouvez transférer électroniquement des fonds sur notre compte en fiducie.

Veillez indiquer votre numéro de plaquette et votre numéro de facture comme référence. Les détails de notre compte en fiducie sont les suivants

Nom de la banque: HSBC
Adresse bancaire: HSBC Bank plc, succursale de Londres, Zurich, Bederstrasse 49, BP 1818, 8024 Zurich, Suisse
Nom du compte: Bonhams (Europe) SA
Sort Code: 08701
Numéro de compte: 0010 0346 6001
IBAN: CH34 0870 1001 0034 66 001
SWIFT \ BIC: HSBCCHZZ

En cas de paiement par virement bancaire, le montant reçu après déduction des frais bancaires et / ou de la conversion de la monnaie de paiement en francs suisses, ne doit pas être inférieur au montant en francs suisses indiqué sur la facture.

T.V.A.

Les symboles suivants sont utilisés pour indiquer si la TVA est due sur le prix d'adjudication et l'échute :

† soumis à TVA au taux normal sur le prix d'adjudication.

Ω soumis (1) aux droits de douane suisses basés sur le poids du véhicule, (2) à la taxe sur les véhicules automobiles sur le prix combiné du marteau et de la prime acheteur, (3) la TVA sur le total du prix du marteau, de la prime acheteur, des taxes automobiles et des droits de douane. Une exonération de la TVA est possible si la procédure douanière du régime de l'admission temporaire a été apurée (art. 23 al. 2 ch. 3 L TVA). La présentation d'une preuve d'apurement du régime de l'admission temporaire valable est nécessaire.

Zéro TVA : aucune TVA ne sera ajoutée au prix d'adjudication.

L'acheteur domicilié en Suisse devra payer la TVA sur l'échute.

Clés et documents

Les véhicules sont proposés avec et sans clés et documents. L'incombe à l'acheteur d'inspecter le lot lors de la vente pour s'assurer de l'intégralité, de l'intégrité et de la présence des clés, des pièces de rechange et de la documentation. Le catalogue ne listera pas nécessairement de tels objets.

Immatriation de véhicule et taxes d'importation

Les acheteurs doivent avoir pris connaissance des coûts et droits d'importation et / ou de la taxe à l'importation pour importer un véhicule acheté dans le pays concerné, ainsi que la possibilité d'immatriculer / homologuer le véhicule pour son utilisation sur route une fois importé. Ni Bonhams, en tant qu'agent du vendeur, ni le vendeur, n'assumeront aucune responsabilité à ce sujet.

Guide pour les acheteurs

Dois-je apporter mon catalogue à la vente?

Oui. Veuillez-vous assurer que vous apportez votre catalogue à la vente, car l'entrée se fait uniquement grâce au catalogue ou si vous êtes client de l'hôtel. Chaque catalogue permet l'entrée de deux personnes le jour de l'exposition et de la vente. Des exemplaires supplémentaires du catalogue peuvent être achetés sur place.

Comment puis-je enchérir à la vente?

Pour pouvoir enchérir lors de la vente, vous devez remplir un formulaire d'ordre d'achat, fournir une pièce d'identité avec photo (passport ou carte d'identité) ainsi qu'un justificatif de domicile (facture d'électricité / relevé bancaire). En outre, pour l'enregistrement d'une société, veuillez fournir une copie du registre du commerce en personne, ainsi qu'un justificatif de domicile.

Nous vous conseillons vivement de vous préinscrire et de compléter ces formalités à temps avant la vente. Vous pouvez ensuite récupérer votre numéro d'enchérisseur rapidement et efficacement au bureau d'inscription.

Si vous n'êtes pas en mesure d'assister à la vente mais souhaitez quand même enchérir, vous pouvez laisser un ordre d'achat écrit ou enchérir par téléphone. Ces formulaires se trouvent à la fin du catalogue de vente.

Enchères téléphoniques

Les enchères téléphoniques vous permettent d'enchérir en direct pendant que la vente se déroule. Vous devrez remplir un formulaire dans lequel vous indiquerez votre nom, adresse, le ou les numéros de téléphone auxquels vous souhaitez que nous vous contactions (il est conseillé d'ajouter un numéro supplémentaire tel que votre téléphone portable), ainsi que le ou les numéros de lot (s) sur lesquels vous souhaitez enchérir. Si pour une raison quelconque, nous ne sommes pas en mesure de vous joindre aux numéros de téléphone que vous avez indiqués sur le formulaire, veuillez vous assurer que la colonne de l'offre d'achat maximal est complétée (facultatif). Un collaborateur de Bonhams vous contactera quelques lots avant le ou les lots sur lesquels vous souhaitez enchérir et vous serez avisé à ce moment-là

Ordre d'achat écrit

Comme pour les enchères par téléphone, vous devez remplir un formulaire avec votre nom, votre adresse et le ou les numéros de lot (s) sur lesquels vous souhaitez enchérir. Vous devrez également entrer le montant maximum que vous souhaitez pour ce lot (hors commission acheteur et TVA). Bonhams exécutera l'offre la plus basse possible en votre nom.

Veillez vous assurer que le formulaire est signé et daté au bas du document, sans tenir compte du client et du numéro de plaquette en entête, cette partie étant réservée à un usage interne. Une fois le formulaire rempli, vous pouvez le faxer ou le poster à nos bureaux. Si vous adressez le formulaire par poste à nos bureaux, veuillez vous assurer qu'il est envoyé suffisamment de temps avant le jour de la vente.

Si vous êtes un nouveau client, vous devez également fournir une preuve d'identité. Cela peut être une copie de votre passeport ou de votre permis de conduire. Celui-ci doit être envoyé en même temps que votre formulaire d'enchère.

Pour que les formulaires ci-dessus soient acceptés, ils doivent être complétés avec les coordonnées de l'acheteur, le (s) numéro (s) de lot(s), signé, contenir les détails de la carte de crédit / débit et nous être faxés/ envoyés au plus tard le matin du jour de la vente.

À quel rythme le commissaire-priseur ira-t-il ?

Le commissaire-priseur aura pour objectif de vendre environ 25 véhicules par heure.

Puis-je consulter les documents qui accompagnent les véhicules ?

La consultation des dossiers d'historique du véhicule en notre possession sera possible pendant l'exposition. Veuillez vous adresser au bureau de consultation des documents ou demander à un membre de notre équipe de vous renseigner.

Des garanties sont-elles offertes avec les véhicules ?

Non, tous les véhicules sont proposés « en l'état ». Il est recommandé dans la mesure du possible de faire venir un mécanicien professionnel pour inspecter en détail les véhicules. Il est également conseillé de contrôler les véhicules avant leur utilisation sur la route. Le catalogue entièrement illustré décrira les véhicules au mieux de nos capacités selon les informations fournies. Si nous recevons des informations pertinentes après la publication du catalogue, nous ajouterons un avis de vente au catalogue. Une liste de tous les avis de vente (sale room notice) sera disponible durant les expositions des véhicules. Nous sommes heureux d'offrir notre opinion sur l'intégrité du véhicule lors de la vente, néanmoins cet avis n'est qu'une expression de notre opinion et ne constitue pas une garantie.

En résumé, vous devez vous assurer de l'intégralité, de l'état et de l'intégrité de tout lot avant d'enchérir. Il est également important de noter que certaines photographies sont historiques et peuvent illustrer que le véhicule dans un meilleur état que celui proposé actuellement.

Numéros de châssis et de moteur de motos

Numéros de châssis et de moteur des motos. Il n'est pas rare, dans la vie d'une moto, que l'un ou l'autre, châssis ou le moteur, ait été changé, et par conséquent, les numéros de châssis et de moteur sont donc modifiés. Les acheteurs doivent vérifier par inspection personnelle que les numéros de châssis et de moteur indiqués dans la description du catalogue ou sur les documents correspondent à ceux de la moto. Les acheteurs doivent également s'assurer que le numéro estampillé sur une moto est conforme à l'estampille de l'usine d'origine pour ce lot.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT, Car Tax or Customs Duties on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω,) printed beside the lot number in the catalogue.

For this Auction Sale the Buyer's Premium will be 15% on the Hammer Price of each Lot (subject to VAT).

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

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

Buyers are reminded that for Automobilia

27.5% Buyers Premium is payable on the first €25,000 of the hammer price,
26% from €20,001 to €700,000 of the hammer price,
20% from €700,001 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
-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.

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third-party payments. Should a third-party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below.

Bonhams preferred payment method is by bank transfer.

Bank Transfer: You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows

Bank name: HSBC
Bank address: HSBC Bank plc, London, Zurich branch, Bederstrasse 49, PO Box 1818, 8024 Zurich, Switzerland
Bank account name: Bonhams (Europe) SA
Sort code: 08701
Bank account number: 0010 0346 6001
IBAN: CH34 0870 1001 0034 66 001
SWIFT \ BIC: HSBCHZ

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

VAT

The following symbols are used to indicate whether VAT is due on the hammer price and buyer's premium:

† subject to VAT at the standard rate on the hammer price.

Ω subject to, (1) Swiss customs duty based on the weight of the car, (2) car tax on the combined hammer price and buyer's premium, (3) VAT on the total of the hammer price, buyer's premium, car tax and customs duty. Exemption from VAT is possible if the customs procedure for temporary admission has been completed (Art. 23 para. 2 no. 3 VAT Act). The presentation of a valid proof of discharge of the temporary admission procedure is necessary.

Zero VAT: no VAT will be added to the auction price.

Buyers domiciled in Switzerland must pay VAT on the purchase price.

Keys and Documents

Vehicles are offered with and without keys and documents. It is the buyer's responsibility to inspect the Lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such items.

Vehicle Registration and Import Taxes

All Bidders should fully satisfy themselves that they understand the Import Duty and/or Import Tax costs of bringing a purchased vehicle into their relevant country and, furthermore, the eligibility of registering the vehicle for road use once imported. Neither Bonhams, as agent for the Seller, nor the Seller accept any liability as the case may be.

Guide for Buyers

Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, and provide identification, photographic (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

We strongly advise you to pre-register and complete these formalities in advance of the sale. You can then collect your bidder number quickly and efficiently at the Bidder Registration desk.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell circa 25 vehicles per hour.

Can I view the files that accompany the vehicles?

Access to any available vehicle history files shall be possible during the view. Please proceed to the vehicles documents desk or ask a member of our team for help viewing these.

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the vehicles. It is also advised that the vehicles are checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon.

In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

Avis

Delivrance, transport et gardiennage des lots

Les lots ne seront délivrés qu'après encaissement effectif des paiements, ou sur présentation d'une lettre de votre banque garantissant irrévocablement le paiement de l'ordre de virement bancaire effectué par le titulaire du compte (nom de l'acheteur) à hauteur de (montant de la facture d'achat) et débité sur le compte dont le numéro sera précisé (Voir le modèle de lettre à la fin du catalogue)

Tous les véhicules devront être retirés à Gstaad le lundi 4 juillet 2022 impérativement avant 18h.

Les clients devront confirmer à Tara Lawrence de Bonhams le jour de la vente avant 22 heures s'ils viennent retirer leur véhicule le lundi 4 juillet avant 18h.

Tara Lawrence devra être contactée uniquement par email : [tara.lawrence@bonhams.com](mailto: tara.lawrence@bonhams.com). Veuillez noter qu'en l'absence d'information transmise à Tara Lawrence avant dimanche soir, tous les véhicules seront déplacés temporairement dans un garage près de Studen (CH2557) par la compagnie de transports CAR Logistics Ltd. à vos frais et à vos risques.

Frais administratif et d'enlèvement depuis Gstaad:

CHF 550 + TVA par automobile

Frais de stockage à partir du lundi 4 juillet 2022:

CHF 30 + TVA par automobile et par jour

Il est fortement recommandé que vous preniez vos dispositions concernant un enlèvement, avant la vente. Tous les frais de transport et de magasinage devront être régularisés avant la délivrance ou l'organisation de tout autre transport ultérieur. Le retrait pourra s'effectuer UNIQUEMENT sur rendez-vous dont la demande aura été faite au MINIMUM 24h à l'avance. Toute personne souhaitant enlever un véhicule au garage près de Studen (CH2557) devra d'abord contacter CAR Logistics, régler sa facture et s'assurer que CAR Logistics a reçu de Bonhams, avant votre arrivée, l'autorisation de délivrer le véhicule.

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).

Notice importante:

Les facilités de stockage seront possibles jusqu'au mardi 2 août 2022. Tout véhicule non enlevé après cette date sera transféré et transporté par CAR Logistics pour gardiennage aux frais du client : CHF 950+TVA par automobile

Car Logistics Ltd.
Brunnmattstrasse 5
3174 Thörishaus-Bern
+41 (0)58 356 12 12
Melanie Daepf
[m.daepf@car-logistics.com](mailto: m.daepf@car-logistics.com)
[www.car-logistics.com](http: //www.car-logistics.com) Douanes

Douanes:

Veuillez noter que pour les lots soumis à la taxe locale d'importation sur le prix du marteau et la prime de l'acheteur : Bonhams étant le garant des formalités douanières, ces voitures ne pourront être remises à l'acheteur ou à son transporteur immédiatement après la vente.

Pour ces voitures, l'enlèvement par l'acheteur ou un tiers ne sera possible que si les taxes d'importation ont été payées. Nous attirons votre attention sur le fait que le dédouanement peut prendre quelques jours.

Pour toutes les questions concernant les douanes tant d'un point de vue administratif que fiscal, veuillez contacter CAR Logistics Ltd.
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3174 Thörishaus-Bern
Melanie Daepf
+41 (0)58 356 12 12
[m.daepf@car-logistics.com](mailto: m.daepf@car-logistics.com)
[www.car-logistics.com](http: //www.car-logistics.com)

Assurance après la vente

Dès l'adjudication, tous les risques afférant au lot sont 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 dès l'adjudication prononcée.

Notice

Collections, transport and storage

Purchases will only be released when cleared funds are received or on presentation of a bank letter irrevocably guaranteeing payment of the bank transfer order made by the holder of the account (name of the buyer) up to the amount of (amount of the purchase invoice) and debited from the account whose number will be specified (See letter's template at the end of the catalogue)

All vehicles must be collected from Gstaad by 6pm Monday 4 July 2022.

Customers must notify Tara Lawrence of Bonhams no later than 10pm on the day of the Sale if they will be collecting their vehicle on Monday 4 July 2022, no later than 6pm.

Tara Lawrence must be contacted by email only: tara.lawrence@bonhams.com
In the absence of customer instructions, all vehicles will be removed to a temporary storage facility near Studen (CH2557) by the logistics company CAR Logistics Ltd at your expense and risk. The uplift and storage charges are outlined below:

Administration and uplift from Gstaad

CHF 550 + TVA per motor car

Storage charges from Monday 4 July 2022

CHF 30 + TVA per motor car per day

It is strongly advisable that you make contingency arrangements regarding collection in advance of the Sale. All storage and removal charges must be paid in full prior to the vehicle's collection or onward transportation. The pick-up can ONLY be made by appointment, arranged at least 24h in advance. Buyers wishing to pick-up their car at the storage near Studen (CH2557) will need to contact CAR Logistics first, pay the fees, and ensure that CAR Logistics has received from Bonhams, before their arrival, the authorisation to deliver the car.

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

Important Notice:

The storage facility will remain operational until Tuesday 2 August 2022.
Any vehicle not collected by this time will be removed and transported to CAR Logistics for storage at the client's expense: CHF 950 + TVA per car

Contact:

Car Logistics Ltd.
Brunnmattstrasse 5
3174 Thörishaus-Bern
Melanie Daepf
+41 (0)58 356 12 12
m.daepf@car-logistics.com
www.car-logistics.com

Customs:

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

For these cars, collection by the buyer or a third party is only possible if import taxes are paid. Please keep in mind that it takes a couple of days to clear customs.

For all enquiries relating to Customs, be they administrative or legal, please contact CAR Logistics.
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3174 Thörishaus-Bern
Melanie Daepf
+41 (0)58 356 12 12
m.daepf@car-logistics.com
www.car-logistics.com

Insurance after sale

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

Neither Bonhams, nor their agents, will be liable for any damage or loss that the lot may suffer from the fall of the auction hammer.

Vos contacts pour la vente

Your contacts for this Sale

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Directions to Gstaad Palace Hotel

Arriving by car

The journey by car takes two hours from both Geneva and Basel, you need roughly 2 and a half hours from Zurich.

Arriving by train

The Gstaad train station (Bahnhof Gstaad) is just 900 metres away from the Gstaad Palace Hotel. You can travel to Gstaad by Swiss railways (SBB). You can find the timetable on the SBB website and can purchase your ticket directly from there too.

Arriving by plane

Experience a breathtaking view of the Gstaad Palace Hotel nestled into the Swiss mountains when you arrive by plane or helicopter to the private Gstaad Saanen airport.

The Gstaad Palace Hotel offers limousine services to charter you to and from the airport. Please contact the Gstaad Palace Hotel for further details.

Gstaad Saanen (private airport)

10 minutes – 4.5 km (3 miles) by car

Bern Airport

1 hour 25 minutes – 81 km (50 miles) by car

Payerne Airport (private airport)

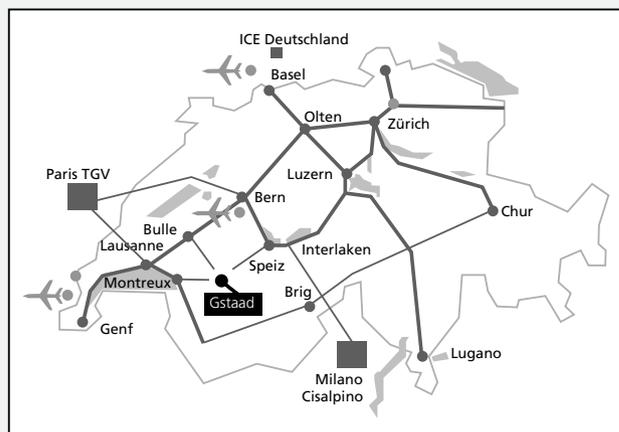
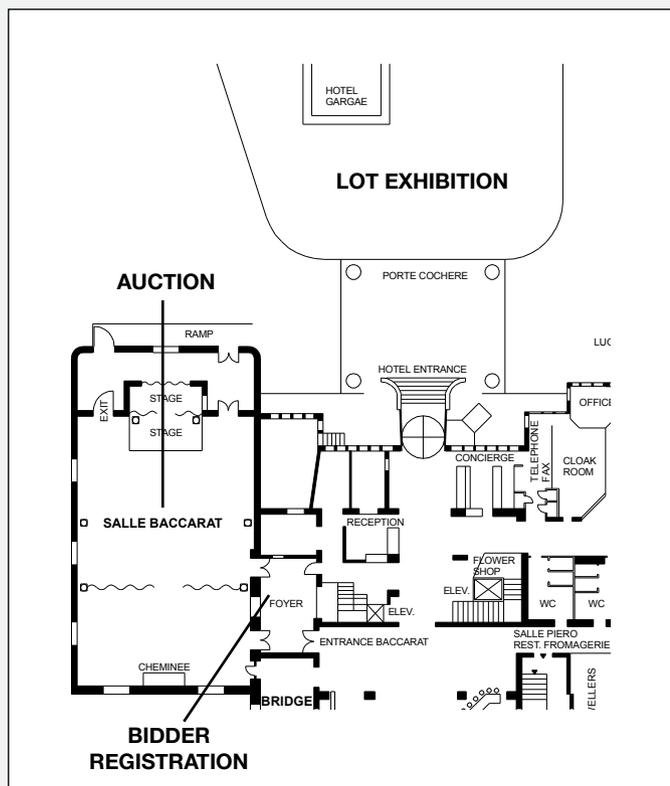
1h 25 minutes - 85 km (53 miles) by car

Geneva International Airport

2 hours – 155 km (96 miles) by car

Zurich International Airport

2 hours 30 minutes – 210 km (130 miles) by car



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Automobilia

Lots 1 - 2



1

FABRIZIO BUONAMASSA STIGLIANI
PORSCHE 911 TURBO GEMBALLA

Hand-drawn, green ink ball pen on paper

Silk-screen print in a unique edition of 40 copies

Format A2, 42.0 x 59.4 cm

Arches 88 paper, 250 g/m², produced by Atelier Lorenz Boegli

Signed and numbered 1/40

CHF450 - 550

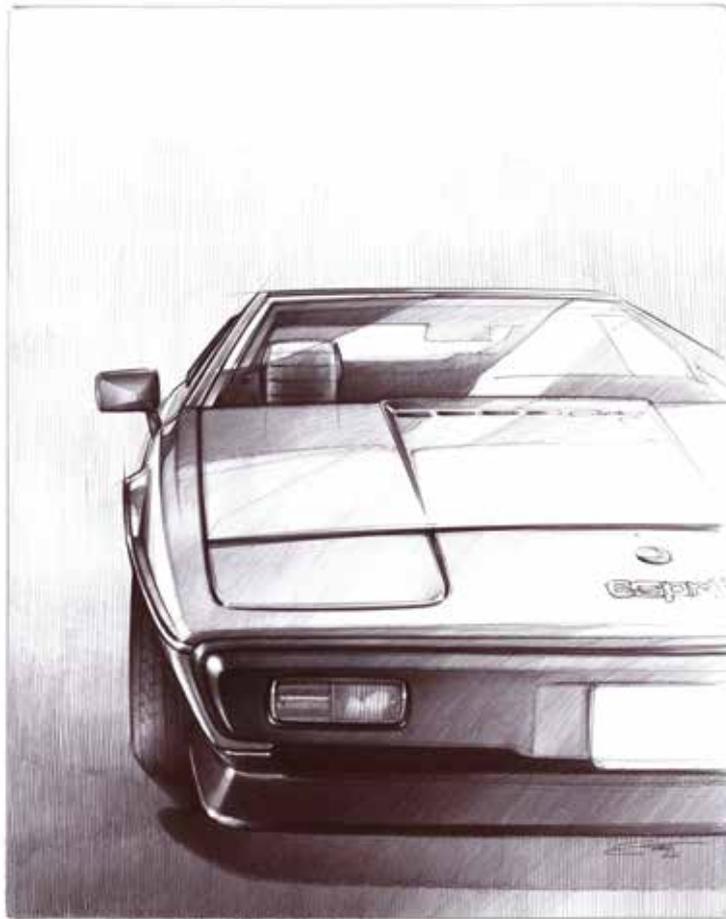
To be sold without reserve

Born in Naples 1971, Fabrizio Buonomassa Stigliani developed his artistic practice through studies at the ISIA Institute in Rome, as a model car designer for the Fiat Group, and finally as the head of the creative department for Bulgari Horlogerie.

Today, Stigliani's work is appreciated by countless connoisseurs at the crossroads of the automobile and watchmaking industries. Unlike many of his peers who use computer-aided design, he continues to draw by hand, with a biro. He has a large following on the internet, where he often shares his inspirations and projects, ranging from the sketch of a new watch to the reproduction of historic cars.

He has recently started to reproduce some of his works in silkscreen, including two numbered series representing the Porsche 911.

For Roadbook Magazine, he agreed to sign the cover of this issue by sketching a Lotus Esprit S2. An English car with an Italian soul, as it was designed by the great designer Giugiaro, then at Itai Design.



2

FABRIZIO BUONAMASSA STIGLIANI

LOTUS ESPRIT S2

Original drawing made for the cover of the Swiss Roadbook magazine

#42

Hand drawn, black ink ball pen

28.0 x 35.6 cm

Fabriano satin paper 25% cotton, heat-pressed, 300 g/m2

Signed

CHF1,000 - 1,500

To be sold without reserve

Motor Cars

Lots 101 - 156

Further images of each lot can be
found at www.bonhams.com/27530



101

1957 HEINKEL KABINE

Chassis no. 303897

- *Iconic 1950s micro-car*
- *Present ownership since 2011*
- *Offered in very nice condition*



In the austere years following the end of WW2, the demand for cheap motorised transport was met in large measure by micro-cars and motor scooters. Petrol was in short supply, and remained rationed in Britain well into the 1950s, which placed a premium on economy, thus making such modest vehicles an even more attractive proposition. One of the first to attract the popular 'bubble car' sobriquet was Iso's Isetta, which was also produced by BMW, under license, from 1955. Before long the BMW Isetta had a home-market rival: the Heinkel Kabinenroller (Cabin Cruiser).

Perhaps the biggest mystery concerning Ernest Heinkel's Kabinenroller is how its creator got away with producing a design outwardly so similar to the Isetta. Launched in 1956, the Heinkel used a 175cc, single-cylinder, four-stroke engine originally developed for a motor scooter and, while closely resembling the Isetta, was both lighter and roomier, even providing children's seats in the rear. A four-speed gearbox made the Heinkel nippy in traffic, while a simplified design of front-opening door avoided the complication of its rival's jointed steering column.

Larger-engined (204cc and 198cc) models were offered later, as well as four-wheeled versions, convertibles and vans. After around 6,000 had been made, production was discontinued in Germany in 1958 but continued in other countries, Ireland included, where approximately 8,000 were built before the rights transferred to Trojan in the UK in 1961.

The current vendor purchased this Heinkel Kabinenroller in 2011 at auction in Switzerland. Finished in coral with red/grey interior, the car is presented in generally very nice condition but will require servicing and re-commissioning following long-term storage (the engine will not start). Offered with Swiss customs form 13.20.

CHF20,000 - 30,000
To be sold without reserve

102

1970 FIAT 500 L

Chassis no. 110F2425407

- *One of the 20th Century's truly great cars*
- *Present ownership since 2000*
- *Registered in Switzerland*



Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph (97km/h).

Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The original Nuova 500 remains as popular today as it ever was, and only a few years ago was voted 'Sexiest Car' by the readers of the BBC's Top Gear magazine.

The current vendor purchased this FIAT 500L from a lady owner in Berikon, Switzerland in 2000. Finished in Rosso Corallo with black interior, the car has the correct Tipo 110F engine and is presented in very nice condition, only requiring detailing of the engine bay to make it even nicer. Offered with a Swiss Carte Grise.

CHF10,000 - 20,000
To be sold without reserve

103 †

2009 FIAT 500 ABARTH 'FERRARI DEALER EDITION'

Chassis no. ZFA31200000327484

- Rare limited-edition model
- Number '182' of only 200 produced
- Present ownership since 2010
- 19,390 kilometres from new



The company founded by Carlo Abarth had first come to prominence in the 1960s as manufacturer of a series of giant-killing competition cars based on the diminutive FIAT Nuova 500, so it was inevitable that when the 21st Century version came along there would be an Abarth variant. In fact, since the current FIAT 500's arrival in 2007, coincidentally with the hitherto moribund Abarth brand's revival, there have been numerous Abarth-badged models, all offering improved performance and special styling features.

Launched in 2008 at that year's Geneva Motor Show, the FIAT 500 Abarth was powered by a turbo-charged and inter-cooled version of the 1.4-litre four-cylinder 'L Fire' engine. The following year Ferrari ordered 200 for use as courtesy cars at Ferrari main dealerships; each example carried a numbered plaque, and all Ferrari Dealer Edition models were equipped with the desirable five-speed manual gearbox (the later and more numerous Ferrari Tributo model had a paddle-shift transmission and no numbered plaque). In Dealer Edition form the turbocharged engine produced 158bhp, which was good enough for a top speed of around 209km/h (130mph).

As well as the manual 'box, the Dealer Edition boasted many other exclusive features including Sabelt bucket seats, Rosso Corsa paintwork with grey stripes, 'Dealer Edition' badging and a wonderfully sonorous Monza sports exhaust. So successful was the Dealer Edition concept that many ended up being sold to Ferrari customers instead of being used as courtesy cars!

Number '182' of the 200 built, this example had covered 2,800 kilometres when it was purchased by the vendor in 2010 from the Fritz Leirer dealership. Since then a further 16,590 kilometres have been covered and the car remains in very good condition. Equally at home around town and or on the racetrack, this exclusive Abarth Ferrari Dealer Edition is certain to provide the fortunate next owner with a truly enjoyable driving experience. The car is registered in Switzerland and comes with one key.

CHF20,000 - 30,000
To be sold without reserve

Please note this lot will be subject to additional VAT on the hammer price.

104 Ω

1950 JAGUAR MARK V 3½-LITRE DROPHEAD COUPE

Chassis no. 647256

Engine no. Z2830

- Offered without reserve
- One of 1,005 dropheads produced
- Present ownership since 2015
- Formerly registered in Belgium



"Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction. Its engine is as docile in city streets as it is fast on the open road... I particularly liked the new steering, which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra-long torsion bars for the independent front suspension gives a delightfully smooth ride." – Courtenay Edwards, writing about the new Jaguar Mark V in the Daily Mail.

Jaguar's existing six-cylinder, overhead-valve engine was continued in both 2½- and 3½-litre forms in the Mark V, whose bodywork likewise maintained the tradition, though with minor up-dating in the form of faired-in headlamps, deeper bumpers, and rear wheel spats. Like its immediate predecessor, the Mark V was available in saloon or drophead coupé versions and featured the kind of luxuriously appointed interior that had become a Jaguar hallmark. The announcement of Jaguar's first new generation post-war saloon - the Mark VII - at the 1950 Motor show signalled the end for the Mark V, production ceasing in June 1951 after slightly fewer than 10,500 had been built, only 1,005 of which were dropheads like that offered here.

Little is known about this left-hand drive Mark V - which boasts the larger 3½-litre engine - other than it was acquired from Oldtimerfarm in Belgium in 2015. An online search has revealed that the car (believed sold new in Continental Europe) belonged to a Mr Jack Sanft in the USA in 1981 and was undergoing restoration at that time. Dated 2009, further online records state that the Jaguar had been cosmetically restored circa 2004 and had received a first-place trophy at the Greenwich Concours in 2005.

Finished in Bordeaux/black with red interior, the car has been stored since acquisition in 2015 and will require re-commissioning before further use. Accompanying documentation consists of copies of the 2015 advertisement, proforma invoice, and old Belgian registration papers. Mark V dropheads have been gaining in popularity recently and for good reason, as these beautiful cars epitomise Jaguar's traditional virtues of grace, space and pace.

CHF60,000 - 90,000
To be sold without reserve



Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



105 Ω

1969 MERCEDES-BENZ 280 SL 'PAGODA'

Chassis no. 113.044-12-016068

Engine no. 130983-12-010496

- Automatic transmission
- Matching chassis and engine
- Recent professional restoration
- Factory Hardtop



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

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

The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's.

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



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

This superb, automatic transmission 280 SL Pagoda was delivered new to the USA and only returned to Europe in 2019, since when it has been restored by the Riga Master Workshop in Latvia (EU duties have been paid). Apart from a handful of inconsequential details, this 280 SL has been reconfigured to European specification, while the original Cognac MB-Tex upholstery has been replaced with leather of the same colour. The interior also boasts a period-correct Becker Europa radio. Apart from the gearbox, this is a matching numbers/colours car.

Accompanying documentation consists of the car's old US title and a highly complimentary Classic Data Finland Inspection Report compiled in April 2022 (perusal recommended). The report concludes by stating that this Mercedes "as a whole is in excellent, brand new condition for its type and age. Restoration has been extended to the smallest detail".

CHF100,000 - 150,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

106 †

1995 BENTLEY AZURE CONVERTIBLE

Coachwork by SCBZK15C5TCX53703

- *Delivered new to Switzerland*
- *Present ownership since 2005*
- *51,500 kilometres from new*
- *Registered in Switzerland*



So far, the Bentley resurgence had relied on models whose basic architecture was shared with other Rolls-Royce products; but also on display at Geneva in '85 was Project 90, a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. In 1995 Bentley Motors announced a soft-top version of the Continental R, a full four years after the coupé's introduction. Once again, Geneva was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name - 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the South of France. The famous Italian styling house of Pininfarina - a firm with unrivalled experience in the design of soft-top Gran Turismos - had been chosen to develop the Azure on the four-seater Continental R platform, and there was no questioning that the result was most successful. Bodysells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped back for finishing at Crewe. Mechanically similar to the Continental R but with an engine further up-rated to 385bhp, the Azure cost £215,000 in the UK at time

of launch. Hailed by its maker as, 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in North America where its combination of unmatched luxury, effortless performance and soft-top style was found highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

This gorgeous Azure is finished in red metallic with beige leather interior. Delivered new in Switzerland and first registered on 8th December 1995, the Bentley was purchased by the current vendor in 2005. Subsequently the car was involved in an accident and was completely restored in 2007. The related invoice for CHF113,746 from Eigenman Carrosserie of Urdorf, Switzerland is on file together with another for CHF67,590 from Bentley Zurich. Currently displaying a total of 51,500 kilometres on the odometer, the car is presented in excellent condition and comes with service books and a Swiss Carte Grise.

CHF55,000 - 75,000
To be sold without reserve

Please note this lot will be subject to additional VAT on the hammer price.



107

1988 FERRARI 328 GTB

Coachwork by Pininfarina

Chassis no. ZFFCA19S000076240

Engine no. P04611401

- *Delivered new in Switzerland*
- *Present ownership since 2000*
- *22,720 kilometres recorded*
- *Offered with books and tools*



Introduced in 1985, the Ferrari 328 GTB was similar to the preceding 308 GTB apart from its 3.2-litre engine. Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB had debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2. The latter's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidships-mounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

In 1985, the 308 was superseded by the mechanically similar but larger engine 328 GTB. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp. Top speed was raised to 263km/h (163mph) with the sprint to 100km/h (62mph) covered in a fraction over 5.5 seconds. On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat but its underlying

beauty, though, could not be disguised. "In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car," declared Motor magazine. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.

Finished in red with beige interior, this 328 GTB was sold new by Automobili Ferrari, Sportgarage Bruno Wyss in Zofingen, Switzerland to its first owner Mr Heinz Scheurer on 24th March 1988. Sportgarage Bruno Wyss serviced the Ferrari on 20th February 1990 at 10,023 kilometres and again on 16th February 1996 at 18,600 kilometres. The current vendor purchased the car from Sportgarage Bruno Wyss in 2000 at 21,600 kilometres (invoice on file) and it has covered only a further 1,120 kilometres since then. Offered with its tool kit, car cover, Swiss Carte Grise and all books, the Ferrari is in excellent condition but will require servicing following a lengthy period in storage.

CHF55,000 - 75,000
To be sold without reserve



108 Ω

1972 MASERATI MEXICO 4200

Chassis no. AM.112.948

Engine no. AM.112.948

- Offered without reserve
- Matching numbers chassis and engine
- Present ownership since 2011



Named later in honour of Cooper-Maserati's victory in the 1966 Mexican Grand Prix, when John Surtees triumphed in the final round of that year's Formula 1 World Championship, the Mexico debuted at the 1966 Turin Motor Show. The new V8-engined sports car boasted elegant coachwork by Carrozzeria Vignale, Maserati's preferred coachbuilder at this time, and was intended for customers who wanted a luxurious four-seater but preferred something more sporting than the larger Quattroporte saloon.

Maserati's long-established four-cam V8 engine was employed in 4.7-litre form for the newcomer. Designed for competition, this robust unit had first been seen in the 450S sports-racer back in 1957 and made its road-car debut in that most celebrated of Maseratis: the 5000 GT. Progressively developed for road use, the V8 arrived in 'production' form in the first Quattroporte of 1963 and would be the backbone power plant of the Maserati range throughout the 1960s and '70s. As installed in the Mexico, the 4.7-litre version produced 290bhp, which was good enough for a top speed of around 225km/h (140mph) though several sources quote speeds of around 240km/h (150mph). A more economical 4.2-litre (4200) version was available also, which despite having 'only' 260bhp on tap, was only a few kilometres per hour slower. Apart from its live rear axle, the Mexico's underpinnings were similar to the contemporary Quattroporte saloon's, featuring double wishbone independent front suspension, disc brakes all round, a ZF five-speed gearbox as standard and optional automatic transmission.

A subtle piece of styling - photographs do not do it justice - the Mexico afforded space for four adults and their luggage, while the well-equipped interior featured comfortable seating and an elegant dashboard with enough instruments and switches to make an airline pilot feel at home. On the road, the Mexico accomplished the difficult trick of offering both secure handling and a supple ride. Production ceased in 1973 after 480 cars had been built, 305 of which had the 4.2-litre engine. These are numbers that make the contemporary Ghibli (1,274 built) seem mass produced by comparison.

This Mexico 4200 was sold to previous owner Mr Jérémy Menuhin 2007 and appears to have benefited from considerable expenditure while in his ownership (see bills on file). The current vendor purchased the Mexico in January 2011 from Christoph Grohe SA, since when it has been kept in dry storage. Re-commissioning is advised before returning the car to the road. Additional documentation consists of copies of the 2011 purchase invoice; a California Certificate of Title; assorted correspondence; and a cancelled Swiss Carte Grise.

CHF50,000 - 80,000
To be sold without reserve



Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



109 Ω

2011 PORSCHE 911 (TYPE 997) TURBO S COUPE

Chassis no. WPOZZZ99ZBS761301

Engine no. B03031

- Only circa 154 km from new.
- Built to Gulf Co-operation Council specification
- Exceptionally well specified (43 options)
- Stored since acquisition



Representing a major step forward, the Type 996 version of Porsche's perennial 911, introduced in 1997, really did justify its maker's claims to be 'all new'. Not surprisingly, given the Type 996's wholesale re-engineering, the successor Type 997 - introduced in 2004 - represented evolution rather than revolution, the most significant changes being to the interior and exterior styling. The latter marked a welcome return to the 911's traditional oval headlights, and the interior too was more classic 911 than that of the outgoing 996. The base 3.6-litre engine remained essentially the same as the Type 996's, while the more expensive 'S' models came with a more powerful 3.8-litre unit. The Turbo, though, kept the '3.6', which now featured Variable Turbine Geometry (VTG) turbochargers for better throttle response. There was also a new four-wheel drive system, similar to the one found in the Cayenne. As is the case with many modern auto 'boxes, Porsche's Tiptronic got the Turbo off the line quicker than the manual-transmission version, the former racing to 100km/h in 3.7 seconds compared with the latter's 3.9.

In developing the Type 997, Porsche had started with the more challenging cabriolet version, reasoning that if the open car could be made sufficiently stiff, the coupé would easily achieve the required rigidity. The Turbo Cabriolet was announced in May 2007, with deliveries commencing in September of that year. Open cars typically suffer an inferior performance when compared with their closed cousins, but not the Turbo Cabriolet, which gave next to nothing away to the Type 997 Coupé, its maximum speed being around 310km/h (193mph). Introduced in 2010, the Turbo S was a fully optioned model equipped with the PDK dual-clutch gearbox and sports exhaust as standard. It also featured re-engineered turbochargers and came with a mighty 530 horsepower on tap.



The one-owner Turbo S offered here was built to AGCC (Co-operation Council for the Arab States of the Gulf) specification and delivered new in Kuwait. Finished in Acqua Blue Metallic with Carrera Red natural leather interior, it comes with a copy of the purchase invoice listing no fewer than 43 desirable and very expensive options (perusal recommended). Stored since acquisition, the car will require servicing before use.

Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF60,000 - 90,000
To be sold without reserve**

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyer's Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

110 Ω

1969 ASTON MARTIN DBS VANTAGE SPORTS SALOON

Chassis no. DBS/5199/L

Engine no. 400/4905/SVC (see text)

- *Rare interim model*
- *Delivered new to France*
- *Desirable manual transmission model*



Styled in-house by Bill Towns, the beautiful DBS was Aston Martin's first all-new model for many years and caused quite a stir on its arrival in 1967, Autocar magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. This well proven engine was available in standard tune, producing 282bhp or, as a no cost option, to Vantage specification with triple Weber 45DCOE carburettors, special camshafts, and a higher compression ratio, in which form its maximum was raised to 325bhp.

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the DBS was, inevitably, heavier, though the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, Autocar judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

"Turning to matters other than performance, we really were most tremendously impressed by the DBS," enthused Car magazine. "The interior, especially merits praise not only for its uniquely satisfying aesthetics and superb finish (way, way ahead of any Italian rival in this respect) but also for the thought that has gone into the ergonomics of its layout."

Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

This DBS Vantage was built as a left-hand drive, manual transmission export model for France, having been ordered by one George Mortimer McCook of Paris, and before despatch was registered in the UK as 'TLK 112G'. The accompanying copy guarantee form records the original colour scheme as Jaguar Opalescent Blue with red Connolly leather interior trim, and lists the following items of non-standard equipment: power assisted steering, Motorola radio, Fiamm horns, Marchal fog and spot lamps, and Coolaire air conditioning.



Mr McCook took the DBS with him to the USA in the late 1980s, and in 1993 his widow sold the car to its next owner, Marc Anderson of New York, who stored it for the next 13 years. Third owner Joshua Mazer of Annapolis, Maryland acquired the Aston in 2006 and had it restored (details on file) before selling it on to the fourth owner, Jens Ole Petersen of Herlev, Denmark in March 2007. By 2007 the car had lost its original engine (400/3739/SVC) and was fitted with a correct type Vantage engine from a later car, numbered 400/4905/SVC. The current owner purchased the car from dealer Michael Brinkert on 30th September 2007. The related invoice is on file and the Aston also comes with a Maryland Certificate of Title and copies of the aforementioned purchase invoice and guarantee form. On static display since acquisition, the car will require re-commissioning before returning to the road.

CHF120,000 - 180,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

111 Ω

1970 LAMBORGHINI ESPADA SERIES II

Chassis no. 8400

Engine no. 40626

- Offered without reserve
- One of 525 Series II Espadas built
- Delivered new to Switzerland
- Present ownership since 2007



A mere five years after introducing its first car and three years after launching the sensational Miura, Lamborghini again up-staged Ferrari by announcing a full four-seater at the 1968 Geneva Motor Show. Named after a matador's sword, the Espada was styled similarly to the stillborn, rear-engined, six-cylinder Marzal but carried its 4-litre, four-cam V12 up front. The latter – first seen in the 400GT and also used by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive Bertone-styled coupé to 150mph (242km/h). Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame. Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph (250km/h) top speed and an improved dashboard layout. Only 575 Series II cars were built.

Testing a prototype Espada in 1968, Autocar found Lamborghini's new family-sized supercar to be 'perfectly practical as a full four-seater for long journeys' while possessing the 'seven-league-boots' of the 400GT. Clearly highly impressed by the Espada, the esteemed British motoring magazine concluded, "when styling is added to the well-known Lamborghini engineering, the offering is almost irresistible" - and who would disagree?

Sold new in Switzerland, this Series II Espada is finished in silver-grey with a re-trimmed interior featuring renewed headlining, door trim panels, carpets and Burgundy leather upholstery. Documents on file allow us to trace the car's history back to the early 1990s with the car being maintained in Lucerne, Switzerland in 1991-1992. By 1998 the car was in the UK and was purchased by Mr Anthony Steed at auction in August 1998. Invoices on file show a good deal of work was carried out 1998-1999 by Colin Clarke Engineering. By 2005 the car had made its way to France where the new owner repaired and restored the interior where necessary. Upon completion the car was sold by Bonhams to the current owner at our Monaco auction in 2007 (Lot 128), was reported to "benefit from considerable recent engine work and... a new exhaust". Accompanying documentation consists of copies of the UK V5 registration document; French Carte Grise; bills and other paperwork accumulated during the previous ownership. Stored since acquisition, the car will require re-commissioning before further use.

CHF50,000 - 80,000
To be sold without reserve



Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



112 Ω

1970 ASTON MARTIN DBS V8 SALOON

Chassis no. DBSV8/10097/LC

Engine no. V540/089 (see text)

- *Built for the Swiss market*
- *Manual transmission*
- *Restored during previous ownership*
- *Present ownership since 2012*
- *Offered without reserve*



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir. A full four-seater, the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

Chassis number '10097' was built as a fuel-injected, manual transmission model for the Swiss market and delivered new to Albe (England) Limited for Guido Bertoglio of Viganello, Switzerland. The original colour scheme was Platinum with Terra Cotta interior trim, and the car was delivered equipped with a Voxson stereo/radio, air conditioning, Marchal spot and fog lamps, two Continental-type mirrors, Continental parts kit, Bray engine heater, Fiamm horns, and a Waso steering column lock. The factory records show a replacement engine was fitted in August 1971,

only 8 months and 13,985 km into the car's life. The engine is stamped with the original engine number in the correct font and location, indicating that either a blank block was re-stamped with the original number or that the 'new engine' salvaged the original block.

In 1977 Mr Bertoglio sold the car to a Mr Ribolzi, who took it with him when he moved from Switzerland to Monaco. In 2002 Mr Ribolzi sold the Aston to Mr Thomas Maechler, who brought the car back to Switzerland and kept it until 2009. The current owner purchased the DBS (by then restored) in February 2012 from noted Aston Martin collector Mr Daniel Waltenberg. The DBS had been advertised for sale by Legendary Astons, a copy of whose advertisement is on file. Restoration works listed therein include a re-spray in Cumberland Grey; a complete overhaul of the heating and ventilation system; re-spray of air boxes and cosmetic upgrading of the engine bay; refurbishing the GKN alloy wheels; and fitting MSD ignition and a Harvey Bailey handling kit. Parts renewed include the front screen, sills, carpets, and steering wheel, the latter handmade with a wooden rim.

Stored since its acquisition in 2012, the car will require re-commissioning before further use. Accompanying documentation consists of copies of the following: factory guarantee form, 2012 sales contract, and the aforementioned advertisement.



Please note that this vehicle is offered without an original registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

CHF80,000 - 120,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

Lot 13 NO LOT



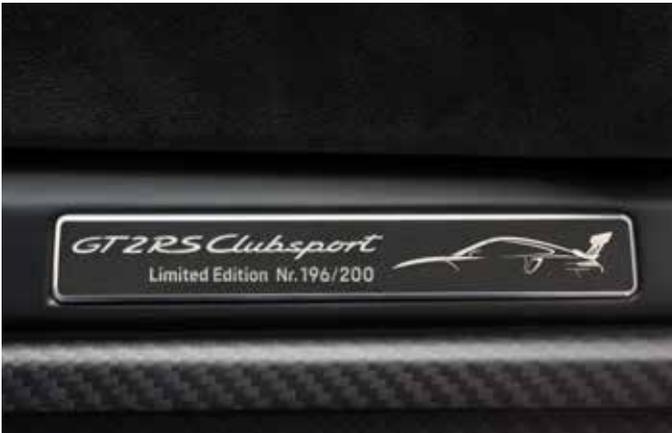
114

2020 PORSCHE 911 GT2 RS CLUBSPORT

Chassis no. WPOZZZ99ZKS197196

- Rare high-performance 911 variant
- Imported new into Switzerland
- Single ownership from new
- Only circa.265 kilometres since delivery





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

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

The GT2 was based on the contemporary 911 Turbo, using essentially the same twin-turbocharged engine. In the GT2, the 3.6-litre air-cooled flat-six produced around 414bhp initially, which was good enough for a top speed of 301km/h (187mph). To make the GT2 fit for track use, the brakes, suspension, and wheels were up-rated to cope with the substantial increase in performance, while aerodynamic downforce was enhanced by a larger front air dam and a rear spoiler. Of rear-wheel drive configuration, the GT2 was considerably lighter than the Turbo, many of the interior fittings having been deleted, and was the most expensive model in the 911 range. In its original Type 993 incarnation, the Porsche 911 GT2 was produced up to 1998.

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



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

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

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

In June 2017 the latest iteration of the GT2 RS arrived in the form of the Type 991, which was officially launched by Porsche at the 2017 Goodwood Festival of Speed. The 991 GT2 RS is powered by a 3.8-litre twin-turbocharged flat-six engine producing 691bhp, making it the most powerful production 911 ever built. Unlike previous GT2s, the Type 991 has a seven-speed PDK transmission. Porsche claims that the GT2 RS will accelerate from 0-97km/h (0-60mph) in 2.7 seconds on its way to a top speed of 340km/h (211mph). A production run of 1,000 units was planned.



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

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

Purchased new by the current on 25th May 2020 and imported into Switzerland, this 911 GT2 RS has been constructed to comply with FIA regulations. Notable features include the following:

- Clubsport Package
- FIA roll cage
- Recaro driver's seat with six-point harness
- 115-litre safety fuel tank
- Fully adjustable racing dampers
- Racing brakes
- Pneumatic rapid jacking system

In addition, the vendor ordered the following options from Manthey racing at a cost of €17,000: passenger's seat with six-point harness and footrest; Powerbox; VBOX video logging system; and a car lifter set. This GT2 RS has only been used for a test and circuit set-up session during which suspension adjustments were made in close collaboration with Roland Kussmaul, the former designer, race engineer, rally driver and Porsche AG project leader. The car comes with numerous valuable parts: an additional front spoiler; one set of wheels shod with slicks; one set of wheels with new rain slicks; and one set of transport tyres. Swiss customs duties have been paid but it should be noted that the Clubsport is a competition car without road registration. With only 265 kilometres driven and no racing use, this Porsche is presented in 'as new' condition, already sorted for track use and guaranteed to provide endless excitement for the fortunate next owner.

CHF390,000 - 500,000

115

2012 MASERATI GRANTURISMO GT4

Chassis no. ZAMHXST45B000049325

- *Campaigned in the World and European championships of the Maserati Trophy*
- *Serviced in 2021 with invoices on file*
- *Built by the Swiss Team based in Balerna, Switzerland*



The Maserati Granturismo GT4 offered here, chassis number 'ZAMHST45000049325', is one of three built by the Swiss Team based in Balerna, Switzerland and was completed in February 2014. In fact, the letters 'ST' in the chassis number signify a Maserati Trofeo Granturismo built by the team. The Swiss Team has produced and tested all the Maserati Granturismo GT's competition evolutions on behalf of Maserati SpA. The aforementioned cars all have an 'ST' chassis number, unlike the others.

This car was built with the utmost care by professional staff with extensive experience in the world of motor sports. The build is documented in the fiche provided. The car was built to participate in the Trofeo Maserati (Maserati Trophy) using all the original Maserati components. This car took part in various races in 2014 and 2016.

In 2014, the team participated fully in the World and European championships of the Maserati Trophy with various drivers including Mauro Calamia, who won both championships. The team participated in the races with three cars, with this car contributing victories in both the European and World championships in the hands of Mauro Calamia, the champion of both series.. After routine testing, this car participated in the races listed below with the following results:

2014 Maserati Trophy

3rd May Spa Francorchamps Race 1 Andrea Dromedari 6th place
Race 2 Andrea Dromedari 7th place

30th May Hungaroring Race 1 Gabriele Gardel 3rd place
Race 2 Gabriele Gardel 5th place
Race 3 Alexander Wensky 18th place

19th July Silverstone Race 1 Gabriele Gardel 2nd place
Race 2 Mauro Calamia 1st place
Race 3 Mauro Calamia 2nd place

22nd August IMSA, Virginia Race 1 Mauro Calamia 19th place
Race 2 Mauro Calamia 18th place

10th October Shanghai Race 1 Mauro Calamia 1st place

13th December Abu Dhabi Race 2 Mauro Calamia 2nd place



In 2015, the car completed only a few test-drives, specifically to carry out aerodynamic experiments for the future GT3. In 2016 Maserati defined the GT4 category in collaboration with the FIA. The Swiss Team was charged by Maserati to develop the necessary modifications to transform the cars from the Trofeo version to GT4 FIA and to produce the approved modifications. In 2016 the team participated with various cars in the championship listed below. This car has taken part in the following races:

2016 European GT4 Endurance SRO

24th May Monza Race 1 Calamia/Fascicolo 22nd place

12th June Silverstone Race 1 Calamia/Fascicolo DNF

25th September Hungaroring Race 1 Meloni/Tresoldi 7th place
Race 2 Meloni/Tresoldi 24th place

This car's competition history has been confirmed by Guido Bonfiglio of Swiss Team, who raced it in period.

The engine and transmission were refurbished in the middle of the 2015 championship, so the drive train has done no more than 950 kilometres. From then onwards the car was not used competitively.

In September 2017, Swiss Team sold the Maserati to a Mr Puricelli. MV Motor Sport has since serviced the car, first in April 2017 at a cost of €2,365.00 EURO, then again in September 2017 when engine, differential and gearbox oils were changed. Additional works in 2017 included new a Sabelt harness and a new original Maserati carbon seat, with the invoice on file totalling €12,870.15 EURO. Most recently, in March 2021, this Maserati had its engine oil changed and four new tyres fitted by MV Motor Sport with the invoice totalling €6,724.00 EURO on file.

Accompanying this competition Maserati is an impressive history file, documenting its competition history, and recent maintenance.

CHF70,000 - 110,000
To be sold without reserve

116 †

2009 FERRARI 599 GTB FIORANO

Coachwork by Pininfarina

Chassis no. ZFFFD60B000161058

- Supplied new to Switzerland
- One owner from new
- 6,145 kilometres from new
- 'As new' condition



"The Ferrari 599 offers mind-blowing pace and handling. Quite possibly the best Ferrari of its generation. We'll spare the 911 Turbo the ignominy of comparison times, because the Ferrari has moved the game onto another level." – Autocar.

Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after places associated with the marque such as Modena and Maranello. Its immediate predecessor - the 575 Maranello - had met with a mixed reception, disappointing those that had so admired the 550 Maranello, so Ferrari had some catching up to do in designing the 599.

Having favoured the mid-engined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari surprised everyone by introducing the 550 Maranello. The latter's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engined V12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The 599 was the latest in this noble line that stretched all the way back to the 250GT SWB of the early 1960s. In designing the 599, Ferrari abandoned the tubular steel chassis of the 550/575, adopting a more advanced and lighter all-aluminium chassis of greatly increased stiffness. Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin,

raised haunches and aggressive stance seemed the very definition of the term 'sports car'. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the front brake ducts and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past while the tail incorporated Ferrari's characteristic twin circular lights.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Weighing a claimed 1,690kg, the 599 has a power-to-weight ratio of 362bhp per tonne, far eclipsing the 291bhp/tonne of its 575 Maranello predecessor. Developed as part of Ferrari's Formula 1 programme, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds. A conventional six-speed gearbox was available also.



active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological 'semi-active' dampers. The latter's damping fluid changes in viscosity almost instantaneously when a magnetic field is applied, thereby altering the suspension characteristics. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and stability, as was the starter button. The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior.

The fabulous and exclusive Ferrari supercar offered here was supplied new via the Fritz Leirer dealership in Switzerland and has had only one owner. The car is finished in Rosso Fiorano with beige (sabia) interior, the latter equipped with Ferrari harnesses and a roll cage behind the two seats, both rare options. Other specification highlights include the following:

- Brake callipers in silver
- Daytona-style seats
- Special seams colour
- Parking sensors
- Rear seat cover in Connolly leather
- Carbon kit for doors and thresholds
- Recaro electric seats
- Bose hi-fi sound system
- Headliner in leather
- CD changer
- Auto-dimming rear-view mirror

Offered with Swiss Carte Grise, service invoices and one key, the Ferrari has covered a mere 6,145 kilometres and is presented in effectively 'as new' condition, requiring only some minor detailing to the interior to make it perfect. The car has been stored for some years but recently we drove it a short distance and no faults were noted. However, the battery needs to be changed and servicing will be required before returning the car to the road.

CHF100,000 - 120,000

Please note this lot will be subject to additional VAT on the hammer price.

117

1991 LAMBORGHINI JALPA P350

Coachwork by Carrozzeria Bertone

Chassis no. ZA9J00000LA12152

- *Present ownership since 1999*
- *8,920 kilometres recorded*
- *In storage for many years*
- *Registered in Switzerland*



The aim of a smaller less-expensive model to complement its V12-engined cars was realised by Lamborghini in 1970 with the announcement of the Urraco. Intended to compete with rivals such as Ferrari's Dino 308 and Porsche's 911, the Bertone-styled four-seater Urraco retained the mid-engined Miura's basic mechanical layout, but in place of the former's transversely-mounted 4.0-litre V12, used a 2.5-litre V8 mounted in a all-steel unitary body/chassis. A two-seater development, the Bertone-styled Silhouette, appeared in 1976 powered by the Urraco P300's four-cam, 3.0-litre V8. Intended as a 308 GTB competitor, the Silhouette possessed excellent handling balance and was every bit as quick as its Ferrari rival in a straight line, but never achieved anything like the same volume of sales. Notable as the first open Lamborghini, the Silhouette was produced for little more than a year, a mere 52 being made, and had gone by 1978. The Urraco P250 followed a year later, and the concept of a smaller V8-engined Lamborghini was allowed to lapse until the arrival of the Jalpa in 1982.

Based on the defunct Silhouette, the Jalpa P350 was reworked by the celebrated engineer Giulio Alfieri, late of Maserati, who lengthened the engine's stroke for a capacity of 3,485cc. Maximum power increased to 255bhp, good enough to give the aerodynamically efficient Jalpa a top speed of around 249km/h (155mph), while maximum torque of 235lb/ft delivered at a lowly 3,250rpm made for an unusually wide useable power band. The coil-sprung suspension followed the pattern established by the Urraco/Silhouette, consisting of McPherson struts and lower 'A' arms at the front, and Chapman struts with reversed lower 'A' arms and trailing links at the rear. The rest of the running gear - rack-and-pinion steering, anti-roll bars at both ends and ventilated discs all round - was pretty much the norm for a 1980s supercar.



There were a few styling changes from the Urraco - neater chin spoiler, subtly altered rear quarters, different wheels - while the interior's ergonomics were significantly improved. Otherwise the Jalpa remained much as its predecessor but would enjoy considerably greater success, remaining in production into the 1990s by which time 410 cars had been built.

Motor magazine found that their test car was every bit as quick as the Porsche 911 SC and Lotus Esprit Turbo opposition, while remarking on the 3.5-litre V8's tremendous flexibility that made the Jalpa a significantly superior top-gear performer. "In full cry, it's hard-edged yet resonant howl rivals an F1-racer's for scalp-tingling drama and mechanical purity but, around town, there's a smooth, flexible and, more importantly, totally untemperamental power unit willing to accept any amount of traffic queue crawling and dawdling..."

Finished in white with red leather interior, the Jalpa we offer is in very good condition. It was Purchased by the vendor in August 1999 at auction in Switzerland and currently displays a total of 8,920 kilometres on the odometer. The car has been stored for some years and will require servicing before returning to the road. Offered with a Swiss Carte Grise.

CHF90,000 - 110,000

118 Ω

1956 ALFA ROMEO 1900C SUPER SPRINT BARCHETTA

Coachwork by Carrosserie Ghia, Aigle

Chassis no. AR1900C 10098

- *Unique coachwork by Giovanni Michelotti*
- *Inspired by Riva speedboats*
- *Displayed at the Concorso d'Eleganza Autovettura Campione d'Italia in October 1956*
- *Presented at Villa d'Este in 2001*
- *Present ownership since 2012*
- *Recent engine rebuild*





"The final flowering of the 1900 was the Super series, of which the Berlina, or saloon, and the 1900C Super Sprint were produced from 1953 to 1958... the Super series was mainly distinguished by the fact that the engine was enlarged... raising capacity from 1,884cc to 1,975cc. The 1900C Super Sprint could achieve 118mph..." – Alfa Romeo - A History, Hull and Slater, 1964.

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in the form of two high performance derivatives. Launched in 1951, the 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilising the 100bhp engine of the 1900TI sports saloon.

The Touring-bodied Sprint Coupé attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupés. One direct descendant was, of course, the lovely little Giulietta Sprint in which the family resemblance is immediately obvious.

The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy of the aluminium-alloy body, these cars could top 118mph. They shone in competitions of all kinds. A total of 949 Sprints and 854 Super Sprints had been made by the time production ceased.

This unique example of a landmark model from one of motoring's most charismatic marques carries audacious coachwork by Carrosserie Ghia, Aigle, the Swiss offshoot of the famous Italian styling house. Founded on 30th April 1948 as Carrosserie Ghia SA, Aigle by Dr Pierre-Paul Filippi, a Torinese physician, the firm bodied cars to Ghia designs in Switzerland. Turin-based Carrozzeria Ghia was owned by Mario Boano at the time and its post-war products were initially styled by him, subsequently by Giovanni Michelotti and then by Pietro Frua.



In 1955 the firm relocated from Aigle to Lugano, remaining there until April 1958 when it returned to Aigle. Ghia, Aigle was astonishingly eclectic in its choice of chassis, bodying cars from Delahaye, Mercedes-Benz, Citroën, Jaguar, Jowett, FIAT, Bugatti, Lancia, MG, Singer, Panhard, Austin-Healey, Bristol, Ferrari, Opel, Volkswagen, Renault, BMW, a wide variety of American makes and, of course, Alfa Romeo. Mainstream coachbuilding petered out in the early 1960s, the firm concentrating on repairs and the manufacture of bodies for ambulances, removal vans and other commercial applications thereafter. It went into liquidation in the mid-1980s.

The car we offer here is one of approximately ten Alfa Romeos bodied by Carrosserie Ghia, Aigle and cost as much as a Mercedes-Benz 300 SL in its day. The first owner was a wealthy Swiss businessman with a passion for Riva speedboats, who commissioned Ghia Aigle to produce a car styled along Riva lines: no doors, no boot, and with a boat-type windscreen. '10098' is a relatively rare example of open coachwork on the 1900 chassis. The 1900 Sprint and Super Sprint models were immensely popular with Italian coachbuilders, though the majority of bespoke bodies were of coupé configuration as a consequence, it is believed, of the additional strengthening required by an open bodyshell. (It should not be forgotten that the 1900 was Alfa's first attempt at unitary construction).

Completed in 1956 but not registered for the road until September 1958, this car was displayed at the Concorso d'Eleganza Autovettura Campione d'Italia in October 1956. It is understood to have been bought for the owner's mistress, and when his wife found out she banished the Alfa to storage where it remained for some 30 years! Mr Michel Kruch of Brussels owned the Alfa in the late 1980s when it was registered 'OBD-978' on Belgian plates. In April 2001, the car was shown at the Concorso d'Eleganza Villa d'Este in Cernobbio, Italy (entrant No. 12 in 'Open cars and convertibles of up to 2,000cc'). The current vendor acquired the Alfa in October 2013.

Recently the engine and shock absorbers were completely restored (bill on file) and new wheels fitted (originals with car). The Alfa presents very nicely, the paintwork and interior seemingly original and in very good condition, while mechanically it appears excellent and is very clean. Currently EU registered, this unique and wonderful car would be welcome at any of the world's most prestigious concours events or provide stylish transport to any form of elegant marine transport from a Riva speedboat to a super yacht.

CHF300,000 - 400,000



Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



1999 BMW Z3M COUPÉ

Chassis no. WBSCM91020LB56751

- *Three previous owners*
- *Manual transmission*
- *Converted to meet Swiss requirements*
- *Circa 65,000 kilometres recorded*
- *Registered in Switzerland*



Commencing in the early 1980s with the limited edition 'homologation special' M3, BMW Motorsport GmbH went on to create its own distinctive 'M-Power' brand of performance-enhanced luxury models. Introduced in January 1998 and built until February 2001 when the model was revised, the first-series Z3M Coupé and Roadster were powered by the 3,201cc S50 engine producing 321bhp and 258lb/ft of torque; figures that translated into a tyre-smoking 0-60mph (97km/h) time of 5.2 seconds and a top speed of 155mph (249km/h). The fastest-accelerating BMW ever at the time of its introduction, the Z3M Coupé boasted a generous specification that included electric windows, ABS, PAS, air conditioning, heated seats, driver/passenger air bags, six-speaker stereo system, alarm/immobiliser, heated exterior mirrors, 17" alloy wheels, and a limited-slip differential as standard. Combining outrageous looks and performance with impressive practicality, the Z3M Coupé was not replaced within BMW's line-up after its deletion in 2002, and is surely destined for 'highly collectible' status in the future. The total production was 6,291 Z3M coupés.

Delivered new to Japan, this exciting Z3M Coupé features various desirable enhancements provided by BMW's long-time competitors collaborators, Schnitzer. These additions consist of a rear spoiler, chromed exhaust pipe embellishers, front splitter, limited edition alloy wheels, and custom pedals, all of which are perfectly suited to the car and make it look slightly more aggressive. No changes were made to the engine or drive train.

Finished in Imola Red with black Nappa leather interior, this car has had only four owners and is described by the vendor as accident free. In July 2017 (at 57,500 kilometres) BMW specialists ProTech Cars of Aylesbury, UK, undertook various works including a service and inspection, refurbishing the alloy wheels and fitting a new battery, plus full external and internal detailing. In March 2018, the BMW was imported into Switzerland and converted to meet Swiss requirements. These works included new front lights, new shock absorbers, new manufacturer's plate, new service book in French, four new tyres, noise and pollution tests, engine-specific check and a general check at a cost of CHF6,300. In 2019 the car was finally registered in Switzerland and the current owner then spent CHF10,500 on various improvements.

Presented in excellent condition, having covered circa 65,000 kilometres from new and a mere 5,000 over the last six years, the car is offered with invoices, a Swiss Carte Grise, owner's manual, service records, a BMW battery charger, and a BMW black car cover.

CHF30,000 - 50,000
To be sold without reserve



120 Ω

1958 ASTON MARTIN DB MKIII SPORTS SALOON

Coachwork by Tickford

Chassis no. AM300/3/1304

Engine no. DBA/956

- One of only 551 DB MkIIIs made
- Delivered new to Los Angeles, California, USA
- Present ownership since 2007
- Matching numbrs chassis and engine



"The latest models – the DB Mk IIIs – have a number of important improvements and, in addition, a subtle crispness and refinement, as compared with the DB2/4, not easily attributed to any one modification." – The Autocar, 4th October 1957.

Two years after the introduction of the DB2/4 Mark II came the DB Mark III, 551 of which, mainly saloons, were made between March 1957 and July 1959. According to the factory's advertising, the DB Mark III afforded: "All the exhilaration that a really fast car can offer – elegance to satisfy the connoisseur – performance that is literally breathtaking – these are the elements which set the Aston Martin DB Mark III in a class apart." All of which pretty much sums up the appeal of every Aston Martin before or since.

Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins. This restyled nose give the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowed panel ahead of the driver.

The 3.0-litre engine benefited from an extensive redesign by Tadek Marek and featured, among other improvements, a stiffer block, stronger crankshaft, and a new cylinder head with bigger valves. The DB Mark III was faster than any of its predecessors with a top speed of 120mph (193km/h) and is also notable as the first Aston Martin to feature in one of Ian Fleming's 'James Bond' novels, being driven by '007' in Goldfinger. And it was also the last Aston Martin produced with the W O Bentley-era six-cylinder engine.

Its accompanying copy guarantee form reveals that left-hand drive chassis number '1304' was delivered to its first owner, one William Robert Plunkett of Los Angeles, California, on 5th July 1958. The car left the Newport Pagnell factory finished in Peony with brown Connolly hide interior trim. Only two subsequent owners are listed, both in France.



The current owner purchased the DB MkIII from dealer Michael Olu Brinkert on 19th June 2007. A copy of the purchase invoice is on file and the car also comes with copies of its former Belgian registration document and AMOC Register pages. Kept in storage since acquisition, the Aston will require re-commissioning before returning to the road.

CHF100,000 - 140,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyer's Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



121 Ω

1957 BRISTOL 406E BEUTLER COUPE

Chassis no. 406E5002

Engine no. 5002

- *One of a possible three built by Beutler*
- *Present ownership since 2007*
- *Bespoke coachwork*
- *Matching numbers engine and chassis*



"Built by craftsmen to aero-engineering standards of excellence, the Bristol 406 is designed to meet the exacting requirements of the mature enthusiast.

Impeccable handling qualities and high performance have been combined with ample room and luxurious comfort to create one of the world's outstanding motor cars. The Bristol 406 is a car which is built to satisfy the discriminating motorist, and is built to last. It is a car which deserves the best driver." - Bristol Cars Limited.

Last of the six-cylinder Bristols, the 406 was made between 1958 and 1961 only, though the basic steel-framed alloy-panelled superstructure was carried over to its V8-engined 407 successor. Bristol's BMW-based engine was enlarged to 2.2 litres for the 406, gaining in flexibility as a result, while other improvements included servo-assisted Dunlop disc brakes on all four wheels (one of the first cars to be so equipped) and self-cancelling overdrive as standard. Only 174 were made.

Bristol 406 offered here carries stylish coupé coachwork by Carrosserie Beutler of Switzerland. Ernst Beutler learned his trade as a coachbuilder first at Carrosserie Worblaufen, a firm famous among other designs for their body on a 1924 Isotta Fraschini 8AF, which won the coveted 'Best of Show' award at Pebble Beach in 2015. In 1946 Fritz and Ernst Beutler opened their own coachbuilding workshop in Thun, and in 1948 won the contract to body six of the first ten examples of the new Porsche 356. The company had first been associated with Bristol when the latter introduced the 401, presenting a coupé and a convertible at the Geneva Motor Show, they had to compete against international competition: the factory body had been designed by Carrozzeria Touring and Pinin Farina also offered variants. This car, chassis number '5002', was commissioned by Bristol as a prototype and exhibited for the first time in October 1957 at the Earls Court Motor Show in London. However, Bristol opted for a home-grown alternative, choosing a more conservatively styled body built by Jones Bros in Willesden. It is believed that Beutler may have bodied two more Bristol 406s for private customers, and at time of cataloguing it had not been possible to determine which of the potential three such cars this is.



The current owner purchased the Bristol from Heritage Classics Motor Company of Beverley Hills, California on 14th August 2007. Copies of the bill of sale and a photocopy of a California Certificate of Title are on file. Stored since acquisition and in need of recommissioning, this ultra-rare coachbuilt Bristol has the pedigree to be welcomed on any concours lawn.

Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF80,000 - 140,000
To be sold without reserve**

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

122 Ω

1951 ROLLS-ROYCE SILVER WRAITH LIMOUSINE

Chassis no. LWME1

- Offered without reserve
- The last word in motoring luxury in its day
- One of 1,144 short-wheelbase Silver Wraiths
- Delivered new to Canada



Introduced towards the end of 1946, the Silver Wraith - Rolls-Royce's first post-war model - employed a chassis similar to that of the Silver Dawn and Mark VI Bentley, though with a 7" longer wheelbase at 10' 7". The 'Wraith however, was only intended for traditional coachbuilt bodies rather than the Mark VI's pioneering 'standard steel' bodywork. Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminium cylinder head featuring overhead inlet and side exhaust valves. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this new 'F-head' layout being its large valves and generous water jacketing around the valve seats. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase (11' 1") version introduced. Manufacture of the short-wheelbase 'Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

The last word in motoring luxury in its day, this short-wheelbase Silver Wraith carries six-light saloon coachwork by Park Ward Ltd, the long established and highly respected coachbuilder that had been wholly owned by Rolls-Royce since 1939. A copy chassis card on file records the purchaser as James L Cooke Motors Ltd and lists the following items of equipment: locks to bonnet; hinged type spats to rear wings; chromium motifs; electrically operated driver's window; Chromium plated apron ribs; recesses in front doors; mohair rug; and Ace chromium discs. The card also notes 'Shipment freight to Quebec', suggesting the 'Wraith was bound for Canada.

Unfortunately, little is known of its subsequent history, although the presence of a RAC bumper badge and windscreen stickers of the Beverly Hills Car Club and Deutsch Jagdschutz Verband (German Hunting Protection Association) would seem to indicate that it is well travelled. The only other paperwork consists of a photocopy of a middle east registration document issued in August 2014, which is when it is believed the current owner acquired the Rolls-Royce. On static display since acquisition, the car will require re-commissioning before further use.



Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF40,000 - 60,000
To be sold without reserve**

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



123 †

1994 FERRARI 512 TR

Coachwork by Pininfarina

Chassis no. ZFFLA40S000099215

Engine no. 36631

- *Delivered new to Switzerland*
- *Matching numbers chassis and engine*
- *16,425 kilometres from new*
- *Last serviced in 2014 at 16,200 kilometres, including a change of timing belts*
- *Registered in Switzerland*



Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the

body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

In 1992 the original Testarossa was succeeded by the updated 512 TR version, which featured a repositioned engine; strengthened gearbox; lower centre of gravity and ride height; numerous suspension upgrades; larger brakes; and 18" diameter wheels, while the cabin boasted new instruments, seats and switch gear. The 512 TR also came with 428bhp on tap and noticeably greater grip than its predecessor, the latter being much appreciated by Autocar's tester: "The 512 resolved information about the road surface explicitly; the Testarossa's feedback wasn't as sharply focussed nor ultimately as useful when travelling quickly." And the 512 TR could certainly manage that, its claimed top speed being a breathtaking 314km/h (195mph). Autocar even went so far as to claim that the 512 TR's engine was the finest in the world: "This incredible



engine, which will pull from under 10mph in fifth without so much as a cough of protest, has as pure and inspirational note as any tester here can remember." Unlike many rivals, the Testarossa's successor was found to be quiet, comfortable and easy to drive. "All of which makes the 512 TR the greatest 12-cylinder Ferrari since the Daytona. Praise comes no higher."

This matching numbers 512 TR was sold new in Switzerland by the Fritz Leirer Ferrari dealership and was first owned by Mr Bernet Walter, who took delivery on 21st May 1994. The Ferrari has been serviced twice: by Fritz Leirer on 11th May 1998 at 7,316 kilometres, and by Garage D Hagmann on 3rd February 2014 at 16,200 kilometres, including a change of timing belts (invoice on file). The current odometer reading is 16,425 kilometres.

Finished in the classic colour combination of Rosso Corsa with beige leather interior, this exceptional 512 TR comes complete with tool kit, Ferrari umbrella, car cover, and all its original books, and is a most attractive proposal for the Ferrari aficionado. Please note that this car has been stored for some years and will require servicing before returning to the road.

CHF100,000 - 120,000

Please note this lot will be subject to additional VAT on the hammer price.

124

1968 LAMBORGHINI ISLERO S

Chassis no. 6594

Engine no. 50200

- *One of only 100 Islero S models made*
- *Matching numbers*
- *Present ownership for almost 30 years*
- *Registered in Switzerland*





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

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

The Islero's square-tube chassis was based on that of its predecessors, though with wider track to accommodate fatter rubber, while its elegantly understated coachwork was styled by ex-Touring personnel led by Mario Marazzi. The model was named after the legendary bull that had killed Spain's best matador, 'Manolete'. Housed beneath an impressively low-slung bonnet, Lamborghini's 4.0-litre V12 engine was carried over from the 400 GT and produced 320bhp initially, 350bhp in later Islero S form. The latter appeared in 1969 after 125 cars had been completed and could be distinguished by its flared wheelarches, vented front wings and a revised interior with more

supportive seats and improved instruments and switch gear. Improvements were also made to the suspension and brakes.

Car magazine's test Islero achieved a true 157mph (252km/h) back in 1969, proving as quiet and stable at its maximum as at 130mph (209km/h). It was also startlingly quick off the mark, hitting 60mph (96km/h) in 5.9 seconds and hurtling to 100mph (161km/h) in 13.7 - outstanding figures even today. Around the Neapolitan back-roads the Islero demonstrated an agility and sureness of foot which belied its role as a Grande Routière. Despite an impeccable pedigree, the Islero, only 225 of which were manufactured between 1968 and 1969, is today the most overlooked of Lamborghini's early front-engined cars.

One of the 100 more powerful and improved 'S' models made, this matching-numbers example is the 203rd Islero built and was originally finished in Argento (silver) with Tobacco leather interior. The car was completed on 7th November 1968 and 13 days later was delivered to the Lambocar dealership in Milan for their client, a Mr Landini. Purchased by the current owner almost 30 years ago, the car has been stored for some time and is currently a non-runner (the engine will not start). Offered for restoration and sold strictly as viewed, it comes with a driver's handbook, sundry invoices, Swiss Carte Grise and a letter of authentication from Lamborghini historian, Olivier Nameche.

CHF160,000 - 220,000





125

Single Private Ownership from new
1981 RENAULT 5 TURBO

Chassis no. VF1822000B0000787

- *Iconic Group B homologation special*
- *One of only 15 in this colour*
- *Only 12,550 kilometres from new*
- *One owner from 1981 to 2019*



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

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

A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 on the Tour de Corse, where Jean Ragnotti's 250bhp works car led the event before succumbing to electrical trouble. In 1981 Ragnotti/Andrie won the Monte Carlo Rally outright for Renault and the following year Ragnotti won the Tour de Corse again. Faced

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

According to the accompanying Production Certificate issued by Renault on 24th March 2018, this particular Renault 5 Turbo left the factory on 14th April 1981 and was ordered with following options: metallic paint (Noir Irisé), Savane brown leather interior, and De Carbon shock absorbers. It is one of only 15 delivered in this colour.

This car's first owner was Catherine Larsen, widow of Formula 1 racing driver, the late Didier Pironi. It was registered under the name of Recofi Couture SA (Didier Pironi's company, of which Catherine Larsen was the manager). Catherine Larson kept the car until 2019 during which time, amazingly, the Renault covered only 12,550 kilometres. Today the car is still fitted with its original tyres. The car remains in original condition but would need to be serviced before returning to the road. This rare and highly collectible Renault 5 Turbo is offered with a cancelled Swiss registration document.

CHF130,000 - 150,000



126

1958 PORSCHE 356 A 1600S CABRIOLET

Coachwork by Reutter

Chassis no. 151470

Engine no. 83057

- *Delivered new in Europe*
- *Matching chassis, engine and gearbox*
- *Original exterior/interior colour combination*
- *Professionally restored over the last three years (invoices available)*
- *Immaculately presented and ready to use*
- *Registered in Switzerland*





An original 75 horsepower car, this 1959 model was invoiced on 15th December 1958 to its first owner in Nordrhein, Düsseldorf. The current vendor purchased the Porsche on 28th June 2012 from the previous owner in Geneva, who had bought the car from Michael Liikala of Virginia, USA in the spring of 1987. The original Commonwealth of Virginia title dated 4th May 1987 is available.

Unlike so many, which have had engine swaps, this car is unusual in being a fully matching example: chassis '151470', engine '83057' and gearbox '25214'. The original colour was Glacier White (code 5713) and the interior was trimmed in black leatherette with mouse-coloured velvet cord (maus cordsamt) carpets. Remarkably, this car is exactly like that today, still all matching!

A full restoration was carried out over the last three years. This included a bare-metal ground-upwards restoration of the chassis/body; a complete overhaul of the engine; and a full restoration of the interior. The car was also repainted. The bodywork and interior restorations were done/co-ordinated by Blechschmiede in Baden-Württemberg, Germany, while the repaint was done by Harder Lackierungen in Eglisau, Switzerland. The engine was fully restored by Garage Grütter Classic Service in Lichtensteig, Switzerland; previously, engine work had been done by Porsche Vogt in Zürich, Switzerland. There are detailed invoices on file relating to the car's restoration and servicing over the last 10 years amounting to around CHF100,000.

Having been restored over the past three years, the Porsche is now ready to use; the engine runs smoothly, as does the gearbox, and the car comes with a set of tools (new) and a driver's manual.

Immaculate and worthy of inclusion in any private collection, this exceptional Porsche 356A convertible is offered with Porsche Geburtsurkunde issued on 21st August 2012 stating that it is a matching numbers example. The car also has a FIVA Identity Card and is registered in Switzerland as a 'veteran'.

CHF130,000 - 150,000

127

1959 VOLKSWAGEN BEUTLER 1.2

Chassis no.3395274

- *One of only some 28 Beutler coupés built*
- *Sold new in Switzerland*
- *Professionally restored in the 2000s*
- *Scarcely used since completion*





When the Beutler brothers, Fritz and Ernst, first presented their Volkswagen-based sports car in March 1954 in Geneva, the VW Karmann-Ghia had yet to be born. It was an attractive 'Ponton' design with an aluminium body, and if it had not had the basic mechanicals of a VW Beetle with a 1.2-litre engine and only 31bhp while costing more than a Porsche, it might have been much more successful.

Ernst Beutler learned his trade as a coachbuilder first at Carrosserie Worblaufen, a firm famous among other designs for their body on a 1924 Isotta Fraschini 8AF, which won the coveted 'Best of Show' award at Pebble Beach in 2015. In 1946 Fritz and Ernst Beutler opened their own coachbuilding workshop in Thun, and in 1948 won the contract to body six of the first ten examples of the new Porsche 356.

The Beutler Volkswagen boasted an aluminium body with stylised rear wings and was quite a bit larger than the Beetle it was based upon: the length grew from 4.07 meters to 4.35, with a width of 1.59m, some 5cm more than the Beetle. Despite being 40kg heavier, the resulting car handled better as the centre of gravity was lower and the body much more aerodynamic.

The pricing was ambitious: with a list price of CHF 14,950 against the CHF 6,490 for a Beetle de Luxe and CHF 8,650 for a Beetle Convertible, it was even more expensive than the Porsche 356, which had a 1,300 cc engine. The happy few clients, though, got a modern coachbuilt body with a larger boot and a dashboard with more instruments than the Beetle, plus indicator lights, a heater and foldable rear seats. The seats were specially developed

by Beutler and trimmed in leather, as were the door cards. A novelty was the headlamp flasher, a rarity in those days. The car could also be ordered with a Porsche 356 engine and brakes at extra cost. A facelift followed in 1957 and it has been estimated that only some 28 Beutler coupés were built, of which only six had the Porsche engine.

A late example, this car was ordered new by the VW Garage Hertz in Vevey, Switzerland for a price of some CHF 11,400. The colour scheme was light brown metallic with contrasting black roof and a beige interior. The commission number was '1156'.

In the late 1990s the car was purchased as a restoration project and thoroughly restored in Switzerland, the body being removed from the frame in the process. Eugen Marschall's bodyshop assisted with the restoration and was fortunate enough to have in their employ Fredy Pfister, who had served his apprenticeship at Beutler and so was well acquainted with these cars.

The body was repainted again in light brown metallic, with the roof painted a more fitting dark brown, while the interior restoration was entrusted to Marcel Reusser in Spiez, who re-trimmed it in two-tone beige/dark brown leather. The boot and engine compartment were clad with stepped vinyl. At the same time the mechanicals were overhauled and the entire restoration took some 11 years to complete. Scarcely used since, the car is presented in beautiful condition throughout (see photographs and magazine article on file).

CHF80,000 - 120,000

128 Ω

1974 MONTEVERDI 375/4

Chassis no. 3116

- Offered without reserve
- Hand built, limited edition Swiss GT car
- Imported into the USA in 1986
- Present ownership since 2012



During the 1960s, American V8 power was seen by many independent European manufacturers as a means of creating a luxury Grand Tourer to compete with the more exotica offerings of long-established firms like Ferrari, Maserati, and Aston Martin. AC, Jensen, Facel, and Iso among others all went down this route, as did Swiss BMW dealer Peter Monteverdi, who used Chrysler engines and transmissions for his sports and GT cars. Launched in 1967, the first of these was the High Speed 375S, a two-seater coupé featuring a body styled by Pietro Frua. The latter built the first bodies before production switched to Carrozzeria Fissore in 1969.

Monteverdi's tubular spaceframe chassis employed double-wishbone independent front suspension and a De Dion rear axle, and customers could choose between 7.0-litre (375bhp) and 7.2-litre (450bhp) 'Hemi' V8s, either of which was good for 150mph-plus performance. Interior appointments were first class for both front and rear seat occupants, and the whole car possessed an aura of opulence. A 2+2 version - the 375L - was added to the range in 1969, while subsequent additions included the

High Speed 375C Convertible, 375 Berlinetta Coupe (replacing the 375S) and the 375/4, a beautiful four-door sports saloon on a considerably longer wheelbase. Production of these hand built and supremely well equipped cars continued in strictly limited numbers until the mid-1970s, when the energy crisis and US Federal auto legislation dealt a major blow to Monteverdi, resulting in their rarity today.

This Monteverdi 375/4 has a plaque affixed to the interior stating the following: 'Rebuilt 1983 Imported USA January 1986'. Unfortunately, at time of cataloguing no further information concerning its history was available. Representing a wonderful opportunity to acquire one of these rare, limited edition Swiss Gran Turismos, the car is offered with a copy of a middle east registration document dated 2012, which is believed to be when it was acquired by the current owner. On static display since acquisition, the car will require re-commissioning before returning to the road.



Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF80,000 - 140,000
To be sold without reserve**

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

129 Ω

1962 FERRARI 250 GTE 2+2 SERIES 1

Chassis no. 2675

Engine no. 2675

- *One of circa 296 Series I cars*
- *Delivered new to the USA*
- *Extensive ownership history detailed (Marcel Massini report on file)*
- *Matching numbers chassis and engine*





"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.

First seen in prototype form at the 1960 Le Mans 24 Hour Race, where it served as the Race Director's car, the Ferrari 250 GTE 2+2 had its official world premiere later that year at the Paris Salon. There had been four-seater Ferraris before the 250 GTE - Ghia, Touring and Vignale all producing '2+2' designs in the 1950s - but these attempts had been compromised by the necessity of using a chassis not conceived with passenger carrying in mind and were deemed less than entirely successful. Close collaboration between Ferrari and Pininfarina in the design of Maranello's first series-production four-seater ensured that no such criticism could be levelled at the 250 GTE.

At 2,600mm in the wheelbase, the multi-tubular chassis was similar to that of the Pininfarina-designed 250 GT 'notchback' Coupé and 200mm longer than the contemporary 250 GT SWB's. Moving the engine forward by 200mm and widening the rear track by 38mm made room for two rear seats in a bodyshell which, despite its increased length, retained Pininfarina's customary classical proportions. Independent front suspension, a live rear axle, all-round disc brakes and a four-speed manual/overdrive gearbox completed the basic chassis specification, while the Tipo 128E outside-plug engine's 240bhp ensured that there was no reduction in performance despite the inevitable weight gain. Top speed was within a whisker of 140mph, while one example driven by Ferrari works driver Phil Hill and carrying two passengers, accelerated from a standstill to 100mph and back to rest in 25 seconds, a staggering achievement for an almost fully laden Grand Tourer.

The 250 GTE progressed through three series, changes being confined mainly to the front and rear lighting arrangements, before production ceased in 1963, by which time 950 cars had been sold, making this the most popular and commercially successful Ferrari to date.



Sold new in the USA, Ferrari 250 GTE chassis number '2675' was first owned by Mr Dean A McGee (of Kerr-McGee Inc) who placed it in his Preservation Hall Museum in Oklahoma City some time prior to December 1974. The car was originally finished in Grigio Fumo over a Beige leather interior. Records indicate that in 1977 the car was sold to an unknown buyer and in 1979 (with approximately 40,000 miles showing) was acquired by Edward Boyle of Shawnee Mission, Kansas. Boyle traded the car against a Jaguar, the GTE being kept by the dealer concerned until purchased by Roger Moffat of Lawrence, Kansas. '2675' was next owned by James A Tipton in Chicago (1983) and then New Jersey (1986), and was purchased from him by David Frassinelli of Bridgeport, Connecticut. The car was advertised for sale following an engine rebuild (with 58,000 miles showing) and was bought by Craig Balaban in April 1988.

Its next owner was Jerry Bensinger of Youngstown, Ohio, who acquired the Ferrari in May 1996. Subsequently the car was stripped, repainted and refurbished, this work - undertaken in 2000 - including re-facing the cylinder heads; replacing valve seats, damaged guides and the water pump; and re-trimming the interior with new headlining, leather and carpets. In October 2002, the car was offered for sale at Bonhams' Hershey sale (Lot 221), at which time it was displaying 62,622 miles on the odometer, and was purchased by a New York bidder.

When next offered for sale in 2007, the odometer reading had risen to only 63,570 miles and it was reported that a full engine rebuild had just been completed by Pino Narducci of New York, including all new valves and valve guides, new pistons and rings, new bearings, seals and gaskets. The car was also fitted with a new clutch disc and pressure plate, new overdrive switch and all new ANSA exhaust and exhaust hangers. The work was carried out between December 2006 and May 2007 with only 80 miles covered since the rebuild when offered for sale.



The current owner acquired the Ferrari in July 2008 from Copley Motorcars Corp of Needham, Massachusetts. Accompanying documentation includes copies of the bill of sale and a photocopy of a Commonwealth of Massachusetts Reassignment of Title document in the current vendor's name. Stored since acquisition, the Ferrari will require re-commissioning before returning to the road.

Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF200,000 - 300,000
To be sold without reserve**

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

130

1934 ALVIS SPEED 20 SC DHC

Coachwork by Charlesworth

Chassis no. 11078

Engine no. 12426 (see text)

- *One of only 32 Speed Twenty SC drophead coupés by Charlesworth*
- *One of the most advanced British sporting cars of its day*
- *Imported into Switzerland by its last owner in 1987*
- *An older partial restoration*



"The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view the controls are all just where they are required and the power, speed and acceleration provided by the 'hotted-up' but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars of medium size." - Motor magazine in praise of the new Alvis Speed Twenty in March 1932.

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburettors, an output sufficient to propel the touring-bodied versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. "When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled," observed Motor Sport's tester.

This particular Alvis is an example of the later-series (SC/SD) Speed Twenty with the 2.8-litre engine, all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. Chassis number '11078' is one of only 32 Speed Twenty SC drophead coupés bodied by Charlesworth of Coventry, Alvis's most favoured coachbuilder.

This car was imported into Switzerland by its last owner in 1987. The previous British owner had had the Alvis since 1981. Before that there seem to have been six other owners, all in the UK. We are advised by the vendor that the car is a very sound and runs well, having benefited from a partial restoration prior to 1987, when the entire body was restored and repainted. Today there are a few cracks and dents, though the wooden framework appears to be in good condition. Panel fit is good and the chrome is in generally good condition, while the interior has the charming patina of an older restoration (one instrument is not original). The carpets are in good condition and the hood is old but very presentable. The mechanicals are working very well.



The last owner drove the Alvis on several rallies (including in China). He had a spare engine restored and fitted to the car (number '12510') together with a specially made four-blade fan (the original has only two). A modern oil filter and ball joints are fitted also. The exhaust is made of stainless steel and the tyres are 50% worn. The electrical wiring is original. It should be noted that the André shock absorbers and central lubrication system are not working.

Finished in two-tone grey with dark grey leather interior, this handsome 'Post-Vintage Thoroughbred' is offered with a copy of the Alvis build sheet; copy photograph of the car with its second owner; and a large file of documents, invoices and rally participation paperwork. The car's original engine, number '12426', is included in the sale.

CHF80,000 - 120,000



131

1951 BENTLEY MARK VI 4½-LITRE COUPE

Coachwork by Graber

Chassis no. B146MD

Engine no. BA421

- *One of only two survivors out of three coupés built*
- *Present ownership for 14 years*
- *Restored 'over the years'*
- *Many-time concours prize-winner*
- *Registered in Switzerland*





The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the Mark VI Bentley. Rolls-Royce's first post-WW2 product, the Mark VI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the Mark VI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the Mark VI (and Rolls-Royce Silver Dawn) measuring 10' (4.72 metres) exactly. Notable features were independent front suspension and hydraulic front brakes.

Powering the range was a new 4,257cc six-cylinder engine featuring 'F head' (inlet-over-exhaust) valve gear that permitted the use of larger valves than the pre-war overhead-valve unit, with a consequent improvement in gas flow. As a concession to the marque's sporting pedigree, the Bentley version was equipped with twin SU carburettors, the less powerful Rolls-Royce making do with a single Stromberg. The Mark VI was a genuine 90mph car at a time when such a figure was well beyond the reach of most standard road vehicles, while its interior was typically well appointed, boasting leather upholstery and walnut dashboard and door cappings. The right-hand manual gear change was a characteristically pre-war inheritance. Commencing in 1951 with the 'M' series cars, the cylinder bore size was increased to 92mm for a

capacity of 4,566cc before being finally enlarged to 4,887cc in 1955. The 'M' series engine incorporated various other upgrades, while automatic transmission (a built-under-license GM Hydra-Matic) was offered as an alternative to the four-speed manual gearbox from 1952. The Autocar magazine was highly impressed with their Mark VI test car in the spring of 1950. "Perhaps the outstanding thought from extensive driving of the Bentley MkVI built by the world's premier car manufacturers, Rolls-Royce, is that it has no single predominant feature but gains its unique position from a combination of superbly matched qualities that raise it above the level of other cars. Years of painstaking research and development with mechanical perfection as the goal show their results unmistakably. Smoothness and quietness and sheer quality are in the superlative."

Despite the popularity of the 'standard steel' body, a coachbuilt alternative remained the preferred choice of many customers, the original purchaser of this 'M' series car being one such. Indeed, if one's preference was for an open car it was the only option, there being no factory-built convertible in either the Rolls-Royce or Bentley range at this time.



This elegant two-door coupé on the Bentley Mark VI chassis is the work of the Swiss Carrosserie Graber of Wichtrach. Graber's designs were always executed to the very highest standards and his creations were necessarily expensive, costing far more than those of his British contemporaries. Son of a master cartwright, Hermann Graber assumed control of the family firm in the mid-1920s and switched production to coachbuilt car bodies. His first car, a FIAT 509 with drophead coupé coachwork, was displayed in 1927. Dropheads were a Graber speciality; he concentrated on bodying high-quality chassis and in 1929 his Panhard et Levassor 20CV cabriolet won the St Moritz Concours d'Élégance.

New chassis from the premier French makes being in short supply after WW2, Graber turned increasingly to British manufacturers. He had bodied his first new Bentley in 1934 (a drophead coupé, naturally) and would go on to complete a further 17 after WW2; indeed, in the post-war period Graber bodied more Bentleys than any other overseas coachbuilder. Arguably Graber's greatest achievement, though, was to have his design chosen by Alvis for their TC/TD/TE/TF series of high-performance coupés and dropheads. Hermann Graber died in 1970 and thereafter the company concentrated on repairs and restoration work.

This elegant right-hand drive car is the second of three four-seat coupés produced by Graber on the Bentley Mark VI chassis and is one of only two surviving. 'B146MD' was delivered new in 1951 to first owner Hans Rufener (who had previously owned another Mark VI, 'B334BH') and is recorded in marque specialist Bernard Hill's book, Bentley Mk VI, as belonging to an owner named Lietzow in Germany in 2007. Documentation on file shows that in between times since 1987 the car had belonged to Mr Peter C Docherty of Longport, New York and Scottsdale, Arizona.

Its custodian for some 14 years, the current Swiss vendor advises us that the Bentley has been restored 'over the years', benefiting from a 'good as new' complete restoration of the bodywork and a full engine overhaul (new pistons, re-bored cylinders, new clutch etc). In addition, the chassis has been restored with no expense spared; the electrics replaced; the interior re-trimmed with new leather (including the headlining); and all woodwork completely restored. The Bentley has been maintained by Classic Car Atelier AG and has won many concours prizes. Handsomely finished in two-tone white over black with beige leather interior, this rare coachbuilt Bentley Mark VI is offered with a FIVA Identity Card and Swiss 'veteran' registration papers.

CHF200,000 - 300,000



132

1972 FERRARI 365 GTB/4 'DAYTONA' BERLINETTA

Chassis no. 15111

Engine no. B1548

- *Delivered new in Italy*
- *Matching numbers chassis and engine*
- *Originally Finished in Marrone Metallizzato*
- *Present ownership since 1998*
- *Registered in Switzerland*





"It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast - it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it." - Car & Driver, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of Ferraristi like the 365 GTB/4. The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365 GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1, 2, 3 finish by the Ferrari 330P4 at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed Carrozzeria's director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. One of Pininfarina's countless

masterpieces, the influential shark-nosed body style featured an unusual full-width transparent panel covering the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favourite among the many Ferraris he designed.

Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary Scaglietti in Modena. The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at 7,500rpm, with 318lb/ft of torque available at 5,500 revs. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275 GTB. Unlike the contemporary 365 GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focused on delivering nothing less than superlative high performance.



At the time of its introduction in 1968 the Daytona was the most expensive production Ferrari ever and, with a top speed in excess of 170mph, was also the world's fastest production car. Deliveries commenced in the second half of 1969 and the Daytona would be manufactured for just four years; not until the arrival of the 456 GT in 1992 would Ferrari build anything like it again. Only 1,300 Berlinetta models and 121 Spyder convertibles had been made when production ceased in 1973.

Sent to Scaglietti on 7th December 1971 and completed on 2nd March 1972, chassis number '15111' was delivered new to official dealer Renato Nocentini's Garage La Rotonda in Prato, Italy. The Daytona left the factory finished in Marrone Metallizzato with beige Connolly leather interior, and was equipped with a Voxson radio. Later that same month Nocentini sold the Ferrari to its first owner, Professor Carlo Massimo, a prominent surgeon residing in Fiesole, Italy. The car was registered in Florence. In July 1974 Professor Massimo traded '15111' with Nocentini against the purchase of a new Ferrari 365 GT4 BB.

In the 1990s '15111' was sold to Switzerland and repainted red. The current vendor purchased the Ferrari from Bruno Wyss Sportgarage in 1998 (invoice on file). The previous owner was Kestrel SA of Neuchâtel. The Daytona is offered with a Swiss Carte Grise, Massini Report, tool kit, car cover and sundry invoices, the most recent (for CHF12,000) covering a service of the brakes and fitting new rear tyres.

CHF550,000 - 750,000



133

1955 BENTLEY S2 CONTINENTAL DROPHEAD COUPE

Chassis no. BC74LBY

Engine no. B73BC

- *The ultimate in motoring luxury in its day*
- *One of 63 Park Ward-bodied left-hand drive dropheads*
- *Delivered new to Switzerland*
- *Several special features*
- *Registered in Switzerland*







Described by The Autocar as, "A new stage in the evolution of the post-war Bentley," the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine. "The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give. The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step

forward in Rolls-Royce technique," enthused Autosport. There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt car. The firms of H J Mulliner, Park Ward, James Young, and Hooper (with a solitary example) all offered bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Rolls-Royce-owned Mulliner and Park Ward to carry on a noble tradition, with Park Ward building the S2 Continental drophead coupés and Mulliner the saloons.



Chassis number 'BC74LBY' is one of only 125 drophead coupés by Park Ward on the S2 Continental chassis, of which 63 were left-hand drive like this example. This Continental's body is built to Norwegian stylist Vilhelm Koren's design number '991', known in factory parlance as the 'Korenental', and has the straight-through wing line that would feature on the later Silver Shadow. The Bentley was built to Swiss specifications and delivered new in March 1961 to its first owner, Mr Hans Grether, care of Garage de l'Athene in Geneva, Switzerland. The car was originally finished in Shell Grey with matching power-operated hood and red leather upholstery. Copy chassis cards on file list Reutter fittings to the front seat, speedometer in kilometres, fog lamps, high frequency horns and the heavy-gauge frame as items of special equipment. Only one subsequent owner is listed: Walter F Bugmann of Zurich (change undated).

As presented today, the Bentley has paintwork in very good overall condition apart from minor damage on the driver's side between the door and rear wheel. The car is offered with a Swiss Carte Grise and the aforementioned chassis card copies.

CHF170,000 - 220,000

134 Ω

1969 MONTEVERDI 375S COUPE

Coachwork by Carrozzeria Frua

Chassis no. 1003

- Offered without reserve
- Rare 1960s supercar
- One of only 10 bodied by Carrozzeria Frua
- Formerly owned by Jay Leno
- In the present ownership since 2012



During the 1960s, American V8 power was seen by many independent European manufacturers as a means of creating a luxury Grand Tourer to compete with the more exotica offerings of long-established firms like Ferrari, Maserati and Aston Martin. AC, Jensen, Facel and Iso among others all went down this route, as did Swiss BMW dealer Peter Monteverdi who used Chrysler engines and transmissions for his sports and GT cars. Launched in 1967, the first of these was the High Speed 375S, a two-seater coupe featuring a body styled by Pietro Frua. The latter built the first bodies before production switched to Carrozzeria Fissore in 1969.

Monteverdi's tubular spaceframe chassis employed double-wishbone independent front suspension and a De Dion rear axle, and customers could choose between 7.0-litre (375bhp) and 7.2-litre (450bhp) 'Hemi' V8s, either of which was good for 150mph-plus performance. Interior appointments were first class and the whole car possessed an aura of opulence. Production of Monteverdi's hand built and supremely well equipped cars continued in strictly limited numbers until the mid-1970s, when the energy crisis and US Federal auto legislation effectively killed the Monteverdi sports car. By the time production ceased, only 16 examples of the High Speed 375S had been completed: ten bodied by Frua and six by Fissore.

A 7.2-litre High Speed 375S model equipped with automatic transmission, chassis number '1003' was delivered on 2nd June 1969 to the official importer Anselmo (Royal Simca Inc) of Washington DC, USA. The car was originally yellow with a black leather interior. Before then (in March '69) it had been displayed on the Monteverdi stand at the 39th Salon de l'Automobile in Geneva, and following its arrival in the USA in April '69 had been exhibited at the 13th New York International Auto Show.

The first owner was one R Low of New York, followed by George Davenport, also of New York. On 1st April 1972 the car was sold to another owner, believed to be Jim Craig of Zeneth Wire Wheels in Campbell California. In 1989 the car was purchased by Ron Ciardella. The next known owner was Aston Marshall of San Diego, California in 1992. The body and paintwork were then restored and the car refinished in metallic blue. Mr Bruce D Milner of Los Angeles, California was the next owner, and while the car was in his possession the engine bay and under-body were restored (in 2003). The Monteverdi was exhibited at the 17th Concorso Italiano at the Black Horse Golf Club, Seaside, California in August 2003.



On 4th January 2005 the car passed to Mr John Ring of Brickfield, Wisconsin and was treated to further restoration: fresh dark blue paintwork, chrome re-plated, interior re-trimmed, new silencers and tyres, etc. The next owner, from 12th August 2006, was none other than James Douglas Muir Leno, better known as Jay Leno, the celebrated American broadcaster and car collector. In February 2008, '1003' was offered for sale by Family Automotive Group of San Juan Capistrano, California, USA.

Accompanying documentation is limited to a copy of a middle east registration document dated 2012, which is when it is believed the car was acquired by the current owner. On static display since acquisition, this rare and exciting 1960s supercar will require re-commissioning before returning to the road.

Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

CHF70,000 - 110,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

135 Ω

1963 FACEL VEGA FACEL II COUPÉ

Chassis no. HK2B145

Engine no. TY8-718273

- One of only 182 made
- Bought from the first owner by Amicale Facel Holland in 2007
- Restored by Amicale Facel Holland
- Present ownership since 2010



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

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

Forges et Ateliers de Constructions d'Eure-et-Loire (Facel) was founded in December 1939 as a subsidiary of the military aeronautics company Bronzavia. After WW2 Facel was headed by Jean Daninos, formerly Bronzavia's technical director, who merged the company with Métallon. Facel engaged in the supply of car bodies to Panhard, Simca, and Ford before diversifying into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. A luxurious Grande Routière, the Vega featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA, that chosen being a Chrysler V8, setting the pattern for future models.

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

Documentation on file reveals that Amicale Facel Holland (AFH) purchased this automobile from the first owner (a Mr Perez-Soto) in 2007. Their account of its history is as follows: "According to the history file the first owner bought the car directly from the factory in Paris. Being a diplomat in Spain he drove the Facel to his home in Madrid. As his work location changed to the United States he had the car shipped to New York. At least four times he shipped the Facel with vessel Queen Mary to the factory in Paris for service and repairs. The owner drove the Facel II almost daily until the mid 1990'ies (sic) and the car was serviced at a classic car company in his region. Then he had the automobile displayed in a classic car museum for some years."



According to AFH, this Facel II was still in good and presentable condition when purchased. Nevertheless, it was decided to undertake an extensive restoration, which included stripping the body back to bare metal and repainting in the original Bleu Facel Irisé colour. The engine, gearbox, suspension and steering were overhauled, and the electrical system fully checked and renewed where necessary. Modern air condition was fitted in the original style, while additional options including electric cooling fans, a brake fluid level warning lamp and a hazard warning system were installed also.

The restoration was completed in August 2009 and the Facel had covered only some 1,500 kilometres when it was sold to the current owner in March 2010. Accompanying documentation consists of copies of the following: old Netherlands registration papers, an old US Registration Certificate, the 2010 purchase invoice, and various AFH paperwork. An exciting combination of elegant European style and American V8 power, this beautiful Facel II is a worthy successor to the legendary French Grandes Routières of pre-war days.

CHF150,000 - 200,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

136 Ω

2008 MERCEDES-BENZ SL65 AMG BLACK SERIES ROADSTER

Chassis no. WDBSK79F29F155872

- Circa 330 km from new
- One of only 350 made
- Copy of purchase invoice on file



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

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

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

The SL65 AMG Black Series was unveiled at Monterey in 2008. The base-car SL65 AMG's 6.0-litre V12 engine was retained for the Black Series, but received larger turbochargers, a bigger inter-cooler, a new exhaust system and a suitably remapped ECU, resulting in an increase in maximum power to 670bhp (approximately a 10% improvement over the stock SL65 AMG) while torque went up to a mighty 737lb/ft, delivered between 2,200 and 4,200 revs. AMG's engineers not only increased engine output but also trimmed 250kg (550lb) off the car's all-up weight courtesy of additional carbon fibre panels, further improving the power-to-weight ratio. The result was a 0-60mph time of 3.8 seconds, while top speed was electronically limited to 199mph. This stupendous performance reached the road via AMG's Speedshift Plus multi-mode five-speed automatic gearbox.

As one would expect, given the Black Series raison d'être, the chassis too underwent considerable modification, featuring quicker steering, wider front and rear track, and redesigned suspension in the interests of enhanced roadholding and controllability. Mercedes-Benz recognised that many Black Series customers would wish to enjoy their cars on the racetrack (where else could one safely enjoy its performance to the full?) and thoughtfully made the multi-link rear suspension adjustable. The SL65 AMG Black Series rolled on AMG light-alloy wheels - 19.5" at the front, 20" at the rear - while stopping power was provided by 6-pot callipers at the front, 4-pot at the rear. Only 350 of these amazing cars were made, and all found customers despite a price tag (in the UK) of around a quarter of a million pounds.



This SL65 AMG Black Series is offered for sale by its one and only owner and comes with copies of the original purchase receipt, and a photocopy of the Mercedes-Benz Certificate of Conformity. It represents a possibly once-in-a-lifetime opportunity to acquire one of these fabulous limited-edition supercars in effectively 'as new' condition, displaying only 330 km at the time of cataloguing.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF140,000 - 180,000
To be sold without reserve**

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

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1967 LAMBORGHINI 400 GT 2+2

Chassis no. 01207

Engine no. 1304

- *Swiss delivery*
- *Only two registered owners from new*
- *In the family of the vendor since 1968*
- *Beautiful, unrestored condition*



It is the stuff of legend that Ferrari-owning industrialist Ferruccio Lamborghini only turned to automobile manufacture as a result of receiving off-hand treatment at Maranello, vowing to build a better car. A successful manufacturer of tractors and related machinery, Lamborghini possessed the resources to realise his dream without having to compromise.

Lamborghini's first production car, the Touring-styled 350GT, debuted at the 1964 Geneva Motor Show. The work of two of Italy's most illustrious automobile designers, the 350GT featured a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, housed in a chassis penned by Gianpaolo Dallara. The 350GT's four camshafts and all-independent suspension meant that it upstaged the best that Ferrari offered at the time, but to compete with his Maranello rival's larger models, Lamborghini needed a four-seater, and the 400GT 2+2 duly appeared in 1966. A development of the 350GT, the newcomer used an enlarged - to 3,929cc - V12. This 4.0-litre unit had first appeared in 1965, finding its way into a handful of late 350GTs, this interim model being known as the 400GT. The latter's claimed maximum power was 320bhp - up from the 350GT's 270 - an output sufficient to make the former a 150mph-plus (240km/h-plus) car.

The 400GT 2+2 retained the overall, and highly acclaimed, looks of the 350GT while contriving to be slightly taller in the interests of increased rear-passenger headroom. Bodies were now steel (the 350GT's had been aluminium) and the 400GT 2+2 had the twin headlights that had already been adopted in place of the oval originals, largely to meet the USA's requirements.

Despite its novice status as an automobile manufacturer, Lamborghini soon dispelled any lingering doubts about its ability to compete with the world's best Grand Tourers. Reviewing the 400GT in its 2+2 form in 1967, Autocar magazine voted it "better than all the equivalent exotic and home-bred machinery in this glamorous corner of the fast-car market". The relaxed manner of its long-legged performance was reckoned the finest quality of the Lamborghini, its V12 engine being judged to have the broadest range of smooth torque the testers had experienced. Autocar concluded: "To achieve this level of performance without noise, fuss, temperament or drama is an achievement; in the time taken for development, it is nothing short of sensational."



One of only 247 units built between 1966 and 1968, this matching-numbers, 'time-warp' Lamborghini 400GT 2+2 was invoiced on 20th September 1967 by the factory in Sant'Agata Bolognese to the Swiss Lamborghini importer, Garage Foitek AG of Zurich. The total cost as noted on the invoice (copy on file) was 5,000,000 Italian Lire (to be paid in cash!) while the original colour combination is recorded as Azzuro Fiat (light metallic blue) with tobacco leather interior. The original-equipment tyres were Pirelli, while the windscreen had a blue band across the top. Other fitted options were air conditioning and a radio.

Garage Foitek in turn invoiced the car to its first owner, a certain Oscar Meier of Zurich, on 22nd September 1967, for the price of CHF 53,000 less a discount of CHF 9,000 (copy invoice on file). Mr Meier did not keep the car for long as he had ordered a brand new Espada; indeed, Foitek had already sold the 400GT (on 26th June 1968) to the second owner, with the provision that he would let the first owner use the car in the month of August '68. The price recorded for the now used Lamborghini was CHF 37,000 (invoice on file).

The second (and last) owner, a well-known Swiss industrialist, obviously enjoyed the car tremendously, as he kept it for the rest of his life, clocking up just under 87,000 kilometres on the believed-correct odometer. As the Lamborghini has always been meticulously looked after, it has never needed a restoration and is presented today in what can only be described as remarkably original 'time-warp' condition.

The Lamborghini's late owner was no stranger to sports and racing cars, as he won the Swiss Amateur Championship in a BMW 328 in 1937 in the sports car class, racing at Maloya, Montreux Caux, Klausen and Rheineck Walzenhausen, among others. He held the track record for the mountain race at Rheineck Waldhausen, which remained unbroken for many years after the war.



Courtesy Of Owners Collection



A serial owner of high end sports cars, he met the Swiss Lamborghini importer Karl Foitek at the Geneva Motor Show; deciding between an Aston Martin DB6 and this Lamborghini 400GT 2+2, he opted for the latter and the car would remain for more than 50 years in the family. An engineer and entrepreneur himself, he felt more attracted by the Lamborghini and admired Ferruccio Lamborghini's ability to produce such high-end sports cars within a short time frame, and which, in his opinion, were more advanced, more powerful and at the same time more reliable than the longer established competition of Ferrari and Maserati. The car's V12 engine was very flexible, and in combination with the all-synchro five-speed gearbox and easy to operate re-circulating ball steering, made light work of the Swiss roads and mountain passes. The car was first serviced by Garage Foitek AG and then by Garage Speich AG in Zurich, and has passed the stringent technical test for the Veteranenstatus of the Zurich canton. Importantly, the car has always been registered and in use throughout.

These stunning Gran Turismo Lamborghinis rarely come to the market, and there can be few, if any, more desirable than this beautiful, un-restored example, which exudes the most charming patina. As we often say, they are only original once...

This 400GT 2+2 is ready to be enjoyed by next owner, only its third in over 50 years, and comes with copies of the aforementioned original invoices, original owner's manual (in Italian), original warranty card and original Declaration of Conformity (signed by Lamborghini) as well as current Swiss Fahrzeugausweis.

These stunning grand tourer Lamborghinis rarely come to the market, but even rarer in beautiful, unrestored condition as this, exuding the most charming patina. As we often say, they are only original once...

This 400 GT 2+2 is now ready to be enjoyed by only its third owner since new and comes with copies of the original invoices (as mentioned), original owners' manual (in Italian), original warranty card and original declaration of conformity, signed by Lamborghini, as well as current Swiss Fahrzeugausweis.

CHF400,000 - 500,000

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1991 FERRARI F40

Chassis no. ZFFGJ34B000089982

Engine no. 27824

- *One of only 1,315 made*
- *Matching numbers example*
- *Present ownership since 1996*
- *Circa 20,500 kilometres from new*
- *Fuel tanks changed in January 2014*





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

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the iconic F40 was the ultimate supercar and is historically significant as the first production passenger car to have a claimed top speed of over 200mph. It is also the last Ferrari to be personally approved by Enzo Ferrari prior to his death in 1988.

A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288 GTO and like the latter - but unlike the preceding 308 series - mounted its power unit longitudinally rather than transversely. Much had been learned from the development of the Evoluzione version of the 288 GTO - intended for the soon-to-be-abandoned Group B competitions - which enabled Ferrari to take the F40 from drawing board to dealers' showrooms in just 13 months. A 2,936cc quad-cam V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp (approximately 352kW) at 7,000rpm. For the seriously speed-addicted, this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity. The doors, bonnet, boot lid and other removable panels were carbon fibre. Pugnaciously styled by Pininfarina, the F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil. Despite the need to generate considerable downforce - and with a top speed of 201mph, higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34. The F40's interior reinforced its image as a thinly disguised race-car, with body-contoured seats and an absence of carpeting and trim, while the first 50 cars had sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.

Autocar concluded its test thus: "on a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to race car levels - and revel in it. ...there's little doubt it is the very personification of the term sports car." Even today the F40 has the power to impress.



A production total of 400 units was planned initially and the suggested retail price in 1987 was approximately US\$400,000 (five times that of the preceding 288 GTO). Nevertheless, such was the level of demand that the F40 was changing hands at the height of the late 1980s supercar boom for many times the list price! When production ceased in 1992 only 1,315 of these quite exceptional cars had been completed, all of which were left-hand drive and finished in Rosso Corsa when they left the factory.

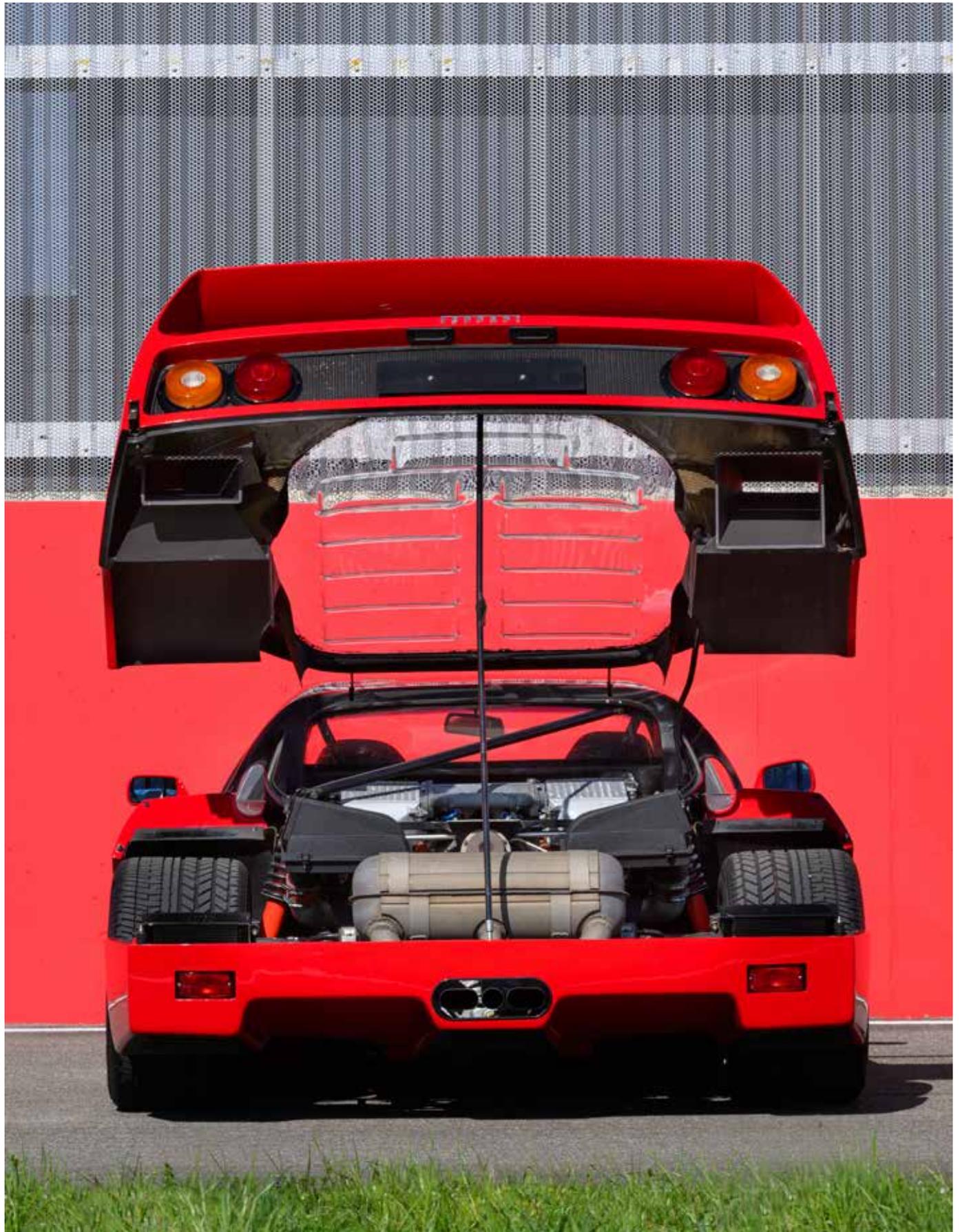
Today, much of the F40's enduring appeal is the fact that it is one of the last great 'analogue' supercars, designed and built at a time when the driver was expected to be in full control and before the introduction of electronic interventions in the form of anti-lock brakes, traction control, stability control, and paddle-shift automatic gearboxes, which have since become the norm. It also lacked a brake servo, air conditioning, interior door handles, and power steering... As Ferrari marketing executive Giovanni Perfetti explained: "We wanted it to be very fast, sporting in the extreme and Spartan. Customers had been saying our cars were becoming too plush and comfortable. The F40 is for the most enthusiastic of our owners who want nothing but sheer performance." Even so, the F40 could not remain unaffected by the march of technological progress, gaining refinements such as ABS, catalytic converters, and adjustable suspension as development progressed.

This matching numbers F40 was delivered new to Switzerland via the official Ferrari dealer Garage Frey AG and registered to Mr Bruno Frey on 24th September 1991. The current vendor purchased the Ferrari from Frey AG on 10th October 1996, by which time it had covered 8,100 kilometres. The car has been stored for some years; the last service was carried out in November 2015 while the fuel tanks were changed in January 2014. G2 Racing's invoice for CHF26,285 for changing the tanks is on file and the original tanks are included for the sale. An invoice on file records the odometer reading in 2015 as 20,089 kilometres.

Having covered only 20,500 kilometres from new, and presented in immaculate condition, this epoch-defining Ferrari supercar comes with all books and tools and is offered with Swiss customs document 13.20 enabling it to be registered in Switzerland should the fortunate next owner so desire (it has always carried dealers' plates when being used on the road).

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

CHF1,600,000 - 1,800,000







139 Ω

1986 ASTON MARTIN V8 VOLANTE

Chassis no. SCFCV81C3GTL15455

Engine no. V585/5455

- Offered without reserve
- One of 849 V8 Volantes made
- Manual transmission
- Delivered new to Italy
- Present ownership since 2010





"It's not by any means the world's most expensive drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable." - Fast Lane.

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-litre six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. Progressively developed through Series 3 and 4, the Aston Martin V8 was built in Series 5 specification from January 1986. The Series 5 adopted the latest Vantage specification, engine excepted, the following year and thus boasted the Vantage's revised bodywork

and 16" wheels. Fuel injection was reintroduced on the Series 5, this time a Weber system rather than the earlier Bosch. Power output of the standard car was now quoted as 305bhp, and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as, "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe", the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.



Left-hand drive chassis number '15455' comes with copies of its Car Record Card and Warranty Acceptance showing that the car was delivered new in March 1986 to Achilli Motors in Milan, Italy. The original colour scheme was Dover White with fawn interior trim and matching convertible hood. Achilli Motors sold the Aston to first owner Claudio Terruzzi of Milan. No further history is known prior to April 2010 when the current owner purchased the Aston at an auction in Monaco (copy bill of sale on file). On static display since acquisition, the car will require re-commissioning before returning to the road.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

CHF100,000 - 150,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



140 †

2002 LAMBORGHINI MURCIÉLAGO

Chassis no. ZA9BC10E02LA12189

- Present ownership since 2004
- Desirable manual gearbox
- Only 19,285 kilometres from new
- Requires re-commissioning
- Registered in Switzerland



"Before the Murciélago's design had even got under way, one of the key requirements for the Diablo's successor was usability. That meant it had to be comfortable and reliable, while also offering to-notch performance and handling." – Richard Dredge, Lamborghini.

Successor to the Diablo and Lamborghini's flagship model, the Murciélago 'hypercar' was introduced in 2001 for the 2002 model year, and like its forebears was named after a famous fighting bull. The Murciélago was Lamborghini's first new design for 11 years and also the Italian company's first since its acquisition by the Volkswagen Group's Audi division in 1998. Audi's input ensured that build quality was of the highest, while the manufacturing time was cut from the Diablo's 500 hours to a much more profitable 300. Features identified as key to the Lamborghini brand were retained, so the Murciélago came with a mid-mounted V12 engine, cab-forward layout, scissor-action doors, and all-wheel drive.

Styled by Lamborghini's head of design Luc Donckerwolke, the angular coupé was very low, boasting a roof height of just under 1.2 metres, and featured distinctive doors that swung upwards and forwards when opened. A combination of carbon fibre, steel and aluminium was used for the chassis/body, while the suspension featured the supercar-standard double wishbones all round. The Murciélago's power unit was a longitudinally mounted 6.2-litre V12, an engine that could trace its ancestry back to the very first Lamborghini of 1964. As installed in the Murciélago, this formidable power unit produced 572bhp, which was delivered to the ground via a six-speed manual gearbox and four-wheel drive, while an active rear wing and active air intakes, deployed automatically when required, helped keep the Murciélago stable at its circa 200mph top speed.

To demonstrate that that all-important top speed claim was no idle boast, Lamborghini test driver Giorgio Sanna set a number of class records at the Nardi test track in Italy, covering 100 miles at an average speed of 320.254km/h (198.996mph) despite less than ideal weather conditions. Autocar's Stephen Sutcliffe declared that the Murciélago's arrival "makes the Diablo seem old and slow". Roadster and up-rated LP 640/670 models followed.





Finished in Arancio Atlas (orange) with black interior, this collectible early Murciélago has the desirable six-speed manual gearbox rather than the more common eGear automated manual. Purchased by the current vendor in October 2004, the car has covered only 19,285 kilometres from new having been stored for many years. A thorough service and re-commissioning will be required before returning it to the road. It should also be noted that the car is fitted with a racing exhaust system that is not legal in Switzerland. The original exhaust and spare wheel are included in the sale. The car is offered with a Certificate of Conformity, sundry service invoices, three keys and a Swiss Carte Grise.

CHF120,000 - 180,000

Please note this lot will be subject to additional VAT on the hammer price.





141 †

2010 LAMBORGHINI REVENTON ROADSTER

Chassis no. ZHWBE91N9ALA03997

- One of only 15 built
- Delivered new to Switzerland
- 2,410 kilometres from new
- Last serviced in 2019 by Lamborghini Porrentruy
- Registered in Switzerland





Ultra exclusive – only 15 were built – the Reventón Roadster was unveiled at the 2009 Frankfurt Motor Show. As its name suggests, the newcomer was based on the not-quite-so-exclusive Reventón Coupé (21 built) that had made its debut at Frankfurt in 2007. Although the Reventón's Coupé's exterior styling had, according to Lamborghini, been inspired by 'the fastest airplanes', beneath the skin the newcomer was mechanically almost identical to the Murciélago LP640. Autocar hailed the Reventón as "The Lamborghini Murciélago re-imagined as pure art", while company CEO Stephan Winkelmann described the Roadster as "the most extreme Lamborghini in the brand's history". Amazingly, the entire production run had been sold before the model's official release in October 2009 despite an asking price of 1.1 million euros plus taxes!

Successor to the Diablo and Lamborghini's flagship model, the Murciélago 'hypercar' had been introduced in 2001 for the 2002 model year, and like its forebears was named after a famous fighting bull. The Murciélago was Lamborghini's first new design for 11 years and also the Italian company's first since its acquisition by the Volkswagen Group's Audi division in 1998.

The angular, Luc Donckerwolke-styled coupé was very low, boasting a roof height of just under 1.2 metres, and featured distinctive 'scissor' doors that swung upwards and forwards when opened. A combination of carbon fibre, steel, and aluminium was used for the chassis/body, while the suspension featured the supercar-standard double wishbones

all round. The Murciélago's power unit was a longitudinally mounted 6.2-litre V12, an engine that could trace its ancestry back to the very first Lamborghini 350GT of 1964. As installed in the Murciélago, this formidable unit produced 572bhp, which was delivered to the ground via a six-speed manual gearbox and four-wheel drive, while an active rear wing and active air intakes, deployed automatically when required, helped keep the Murciélago stable at its circa 200mph top speed.

Roadster and up-rated LP640 models followed, the latter powered by a 6.5-litre version of Lamborghini's long-running Giotto Bizzarrini-designed V12 and available with 'e-Gear' semi-automatic sequential transmission. Brakes that faded after repeated high-speed decelerations had been one of the original Murciélago's weaknesses, so the LP 640 could be ordered with carbon ceramic stoppers at extra cost.

There were various limited edition variations on the theme before the ultimate Murciélago – the LP 670-4 Super Veloce (SV) – made its debut at the Geneva Motor Show in 2009. As its nomenclature suggests, the LP 670 came with 670PS (661bhp) on tap, and it was this version of Lamborghini's mighty V12 that went into the Reventón Roadster. One of the latter's many noteworthy features was its deployable roll-over hoops, which quickly extend to protect the car's occupants in the event of an inversion.



The four-wheel drive chassis remained unchanged so the Roadster came with Lamborghini's six-speed E-Gear transmission, Y-spoked alloy wheels, and carbon ceramic brakes as standard. As with the Coupé, the Roadster's rear spoiler deploys at around 130km/h (80mph), changing to a steeper angle at approximately 220km/h (136mph) for even more downforce. Lamborghini claimed a top speed of 330km/h (205mph) and a 0-100km/h (0-62mph) time of 3.4 seconds for the Reventón Roadster.

According to *evo* magazine: "But, as before, it's the interior that's arguably the star of the show with the cutting-edge, strike-fighter themes perhaps even more stunningly resolved than the exterior's. Instead of dials, the dash has aircraft-style multi-mode liquid crystal displays – two transreflective, one transmissive – set in a housing milled from solid aluminium billet shrouded in a carbonfibre casing. The driver can choose from three vehicle information settings and, at the press of a button, switch from a digital to a quasi-analogical display with classic circular instruments. There's even a G-force meter..."

Finished in grey with black interior, this ultra-rare piece of supercar exotica has covered only 2,410 kilometres from new and is presented in effectively 'as new' condition. The car was sold new in Switzerland via Lamborghini Porrentruy and has had only two owners; the current vendor purchased the car in 2019 and has not driven it. The Reventón was last serviced by Lamborghini Porrentruy, and comes with Swiss Carte Grise and a Lamborgini battery charger.

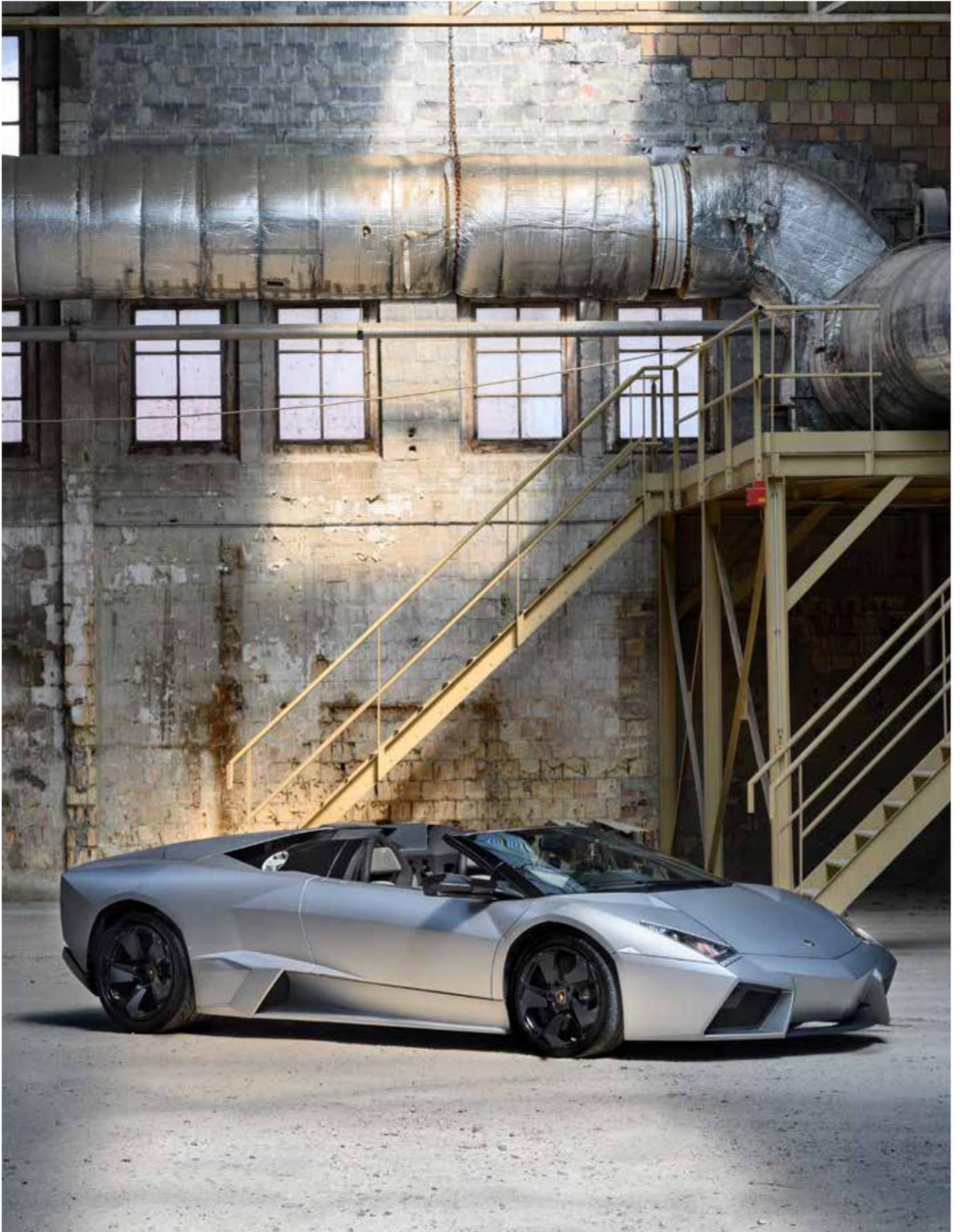
The Reventón, be it Coupé or Roadster, is not a car for the shy and retiring. According to *Autocar*: "It's a show-stopper. A normal Murciélago will stop traffic and turn heads. A Reventón will snap necks and clog city streets for hours." But for many its attention-grabbing appearance is the very essence of the Reventón's appeal. One of the most exclusive Lamborghinis ever, this gorgeous Reventón Roadster is worthy of the closest inspection.

CHF1,850,000 - 2,200,000

Please note this lot will be subject to additional VAT on the hammer price.







1965 MERCEDES 220SEB

Chassis no. 111.023-10-081259

- *Rare and desirable Mercedes-Benz soft-top*
- *Sold new in Switzerland*
- *Rare manual transmission*
- *106,080 kilometres from new*



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

Mercedes-Benz debuted four new models at the Frankfurt Show in 1959 - the 220 SEb among them - all of which shared the same basic unitary-construction bodyshell and all-round independent suspension. Longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window and vertically positioned twin headlamps. The new 220 SEb retained the fuel-injected, single-overhead-camshaft engine of the previous 220 SE, though maximum power of the 2,195cc six was increased by five horsepower to 120bhp (DIN). Top speed was now 107mph (170km/h) with 60mph (97km/h) attainable in under 14 seconds. Coupé and Cabriolet models appeared in 1960 and 1961 respectively, minus the already dated-looking tail fins of the saloon. More modern in style, the luxurious 220 SEb Coupé and Cabriolet were better appointed too, being equipped as standard with a rev counter, leather upholstery and four-speed automatic transmission with floor-mounted gear change lever. Front disc brakes were fitted from the start of production, a benefit not enjoyed by the 220 SEb saloon until 1962. By the time production ceased in October 1965,

fewer than 17,000 220 SEb Coupé and Cabriolet models had been manufactured, and today these stylish and luxuriously equipped Grand Tourers are highly prized.

This rare manual transmission Mercedes-Benz 220 SEb Coupé was sold new in Switzerland and has enjoyed only two owners from new, having been bought by the current vendor in 1989 when the car had recorded 96,148 kilometres (the current reading is 106,080 kilometres). Finished in blue with beige interior, the latter seemingly original and nicely patinated, the Mercedes is in good overall condition. Representing a wonderful opportunity to acquire a rare and much sought-after classic Mercedes-Benz, the car is offered with a Swiss Carte Grise, sundry invoices, and Notice d'Entretien and other original books

CHF60,000 - 80,000
To be sold without reserve



143

1976 PORSCHE 911 3.0 SC TARGA

Chassis no. 9118210238

- One owner for its first 35 years
- Circa 82,400 kilometres from new
- Converted to Swiss specification
- Registered in Switzerland



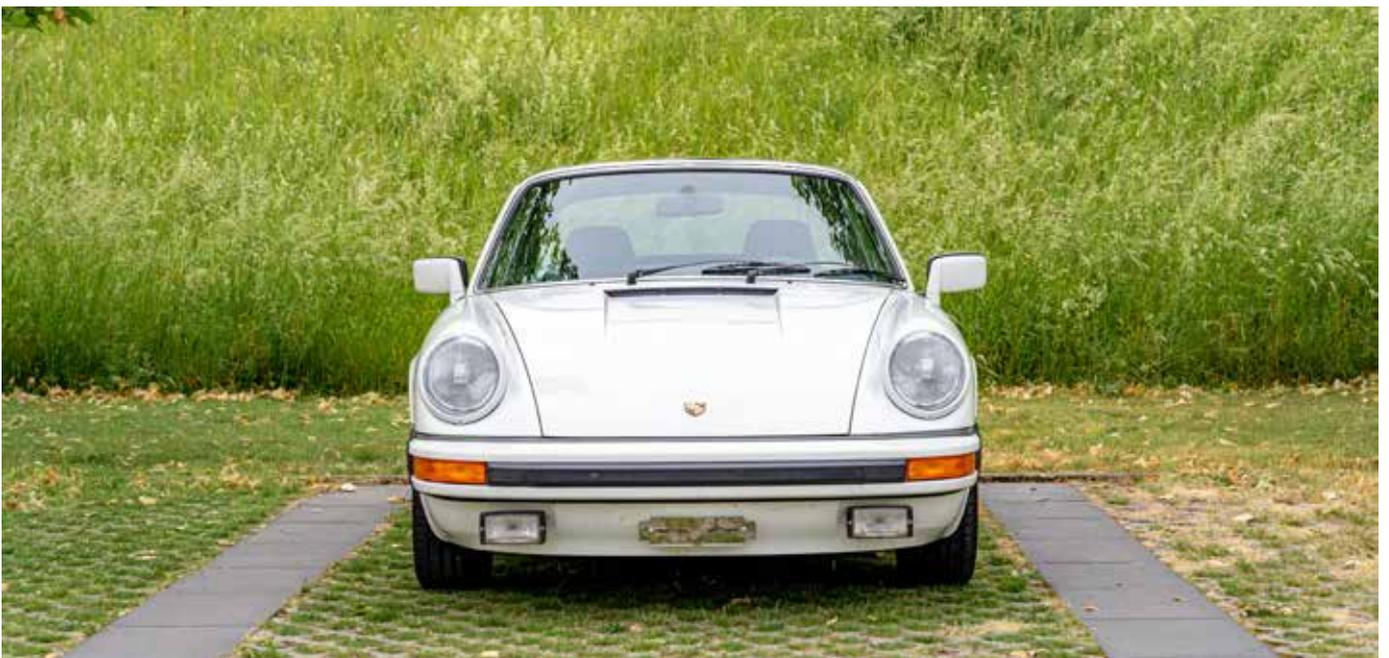
In 1977, Porsche rationalised the 911 range, reducing it to just two models, SC and Turbo, the normally aspirated 3.0-litre SC having 180bhp at its disposal initially and 204 horsepower by 1981. Road & Track recorded a top speed of 138mph (222km/h) in their California-specification (172bhp) car in 1980 while more powerful models were good over 140mph. Using the new Turbo engine in un-blown form ensured bullet-proof mechanical reliability, while the other major development was the introduction of a fully galvanised bodyshell.

This Porsche 911SC was sold new by Dent Volkswagen Inc, Porsche Audi Northwest of Idaho Falls, USA on 21st October 1977 to Mr Jerry R Miller and kept by him for 35 years. In August 2013, the car was sold to Mr Richard Watley, who immediately commissioned Valhalla Automotive Inc of Lafayette, California to carry out a major service. The car had covered 46,500 miles by this time and was then sold at auction.

The current owner purchased this Targa model in 2016 and advises us that the car is rust free, having benefited from the dry climate of California and Arizona. Since its importation into Switzerland in December 2016, the Porsche has been modified to meet Swiss requirements (new lights, US bumpers removed, speedometer changed, etc). Included in the sale, the original odometer displays a total of 46,906 miles while the current km/h unit, changed when the car arrived in Switzerland, reads 7,000 kilometres, making the distance travelled from new circa 82,400 kilometres.

Since 2016, the engine has been stripped and overhauled, several parts being renewed. The total cost of maintenance since importation in Switzerland is around CHF22,000 (invoices in file). The Grand Prix White paintwork is in excellent condition and the black leather interior very clean, and the car drives very well. The aluminium-framed Targa top is in excellent condition and can be removed easily. Accompanying documentation consist of a Swiss Carte Grise 'Veteran', Certificate of Authenticity from Porsche USA (issued in 2016) and its original purchase invoice from 1977. The vendor, an owner of several classic Porsches, is only selling this one to reorganise his collection.

CHF60,000 - 80,000
To be sold without reserve



144 Ω

1969 CITROËN DS 21 'MAJESTY' SALOON

Coachwork by Henri Chapron

Chassis no. 4637101

- *Incredibly rare coachbuilt Citroen*
- *One of only 27 examples made*
- *One of only three with directional headlights*
- *An older restoration by a Citroën specialist*
- *Offered without reserve*





Henri Chapron's interpretations of the Citroën DS and ID were quite different from the regular production versions. Chapron added fins to the rear wing tops of Citroëns as early as 1965 and launched his own version of an upmarket DS at the Porte de Versailles Salon de l'Auto in October 1964 using the name 'Majesty'. Its purpose was to satisfy the few customers who considered the upmarket DS Prestige insufficiently exclusive, although that too was built by Chapron for Citroën.

The Majesty featured a higher and more angular roofline compared to the factory DS, similar to the 'Concorde' coach, affording increased headroom for the rear passengers and greater interior space. This limited edition model was produced up to 1969 with just 27 examples being built in total. Only the last three were equipped with the new-for-1969 front end that incorporated directional headlights, the car offered here being one of this exclusive trio.

This particular Majesty was purchased by the current owner from Bonhams' sale at Rétromobile, Paris in 2009 (Lot 124). The car is finished in 'Midnight Blue' and like most of Chapron's creations features additional exterior trim, such as the chromed sill shields and polished aluminium wheel covers. Equipped with the hydraulically actuated gearbox with lever on the dashboard, this car also boasts Jaeger circular gauges and an air conditioning system. The lower dash is hand-painted to original specification in a faux burl wood finish and varnished, while the seats and door panels are trimmed in Havana beige leather in a Pullman finish, which is complemented by a thick brown woollen carpeting.

At time of cataloguing in 2009 we stated that the Majesty was "totally restored – body, interior and mechanicals – by a Citroën specialist... and ready for driving or show". Stored since acquisition, the car will require re-commissioning before future use. Offered with old Belgian registration papers.

CHF50,000 - 100,000
To be sold without reserve

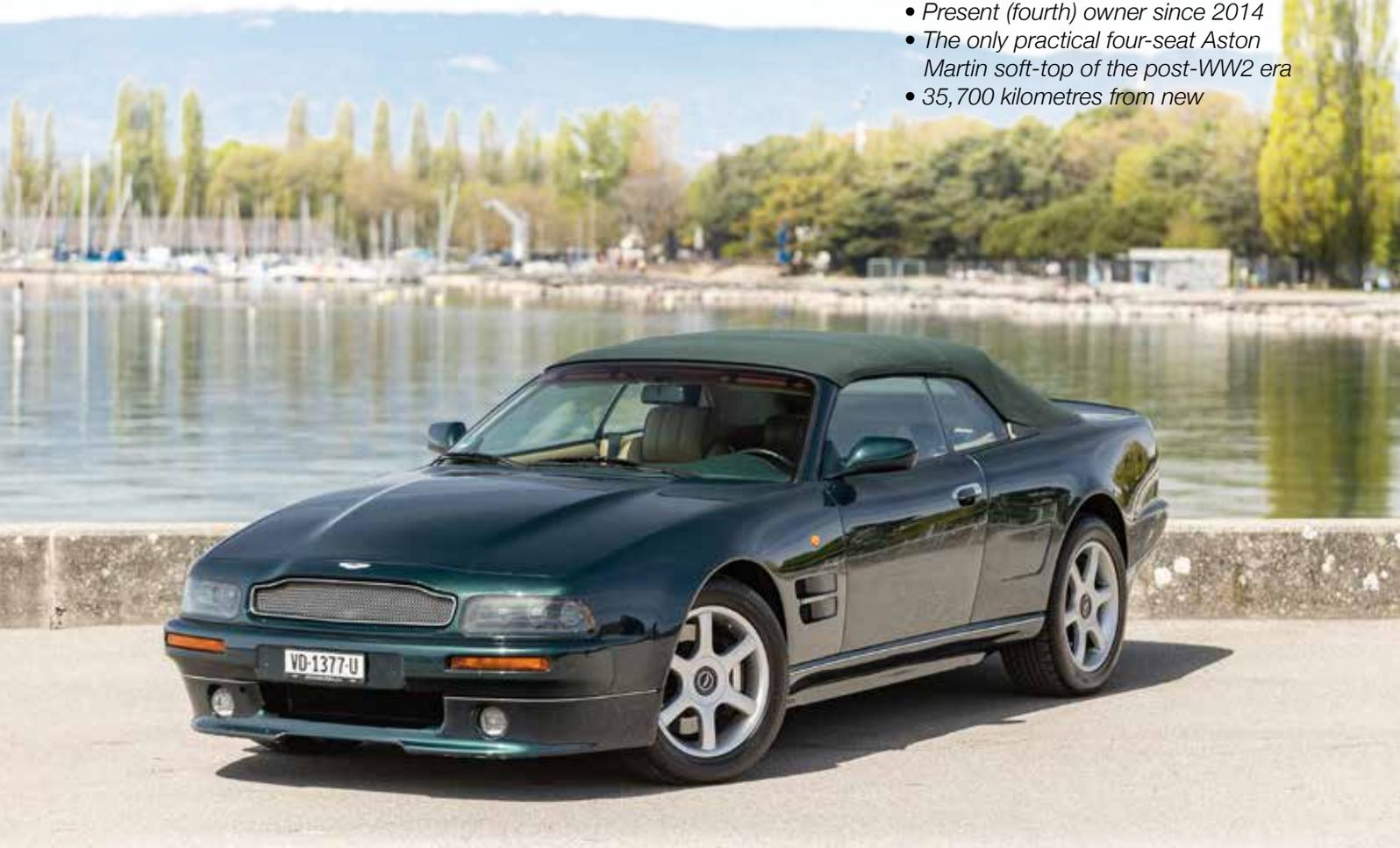
Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

1999 ASTON MARTIN V8 VOLANTE LWB

Chassis no. SCFDAM2C8WBL89031

- One of 64 LWB Volantes built
- One of a believed 25 (or fewer) left-hand drive examples
- Present (fourth) owner since 2014
- The only practical four-seat Aston Martin soft-top of the post-WW2 era
- 35,700 kilometres from new



'Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles.' - Fast Lane.

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

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

Short-wheelbase Volante convertibles were built to the V8 Coupé's improved specification prior to the introduction of the long-wheelbase version, which has the distinction of being the last production Volante built at Newport Pagnell. Four-speed automatic transmission (with 'sport' and 'touring' modes), anti-lock brakes and speed-sensitive power assisted steering were standard on the LWB Volante. With a quoted 354bhp on tap, it was one of the world's fastest soft-tops; the factory's claimed performance figures being a 0-100km/h time of 6.4 seconds and a top speed of over 240km/h.

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



This left-hand drive, automatic transmission LWB Volante was purchased in Germany by the current vendor from its third owner in 2014. The Aston had first been registered in Spain and the vendor was able to reregister it there with the original registration number. The second owner was from Zurich. Copies of all registration documents are available.

The Volante has seen very little use during its seven years with the vendor, the odometer reading increasing from 32,221 kilometres at time purchase to 35,700 kilometres today. The Aston was transported by truck from Lausanne to Sotogrande, Spain in 2014 and again in June 2021 by truck to Aston Riviera in Lausanne, who have just completed a mechanical overhaul so that it is in full working order. They carried out a comprehensive check-up including the following as confirmed by the director of Aston Riviera in Lausanne just before going to print:

- Removed timing chains cover, renewed timing chain guides, adjusters & tensioners, cleaned and refitted with new bearings and various seals & gaskets. Recharged air conditioning.
- Adjusted potentiometers and renewed various vacuum hoses, coolant hose on expansion tank.
- Renewed battery, trunk lid struts and ball joint dust cover, front suspension drop links and rear bump stops.
- Repaired fuel gauge in tank, left hand rear window and interior courtesy light.

Worthy of the closest inspection, this is a rare modern convertible Aston Martin, ready for immediate summer use and well on the way to collectible classic status.

CHF130,000 - 170,000

146 Ω

1971 CITROEN SM 3.0 LITRE

Chassis no. SBD00SD1799

- Offered without reserve
- Automatic transmission
- Rarer 3 litre example
- Present ownership since 2005



"The SM is neither a sports car nor a luxury limousine, not a prototype for proving a new concept of driving security for tomorrow. But it does combine all three of these concepts into one complete entity." – Citroën.

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic self-levelling suspension, power-assisted all-round disc brakes, self-centring steering, and steered headlamps. Maserati was responsible for the 90-degree V6 engine, and after some juggling of bore/stroke dimensions, a capacity of 2,670cc was settled on for a power output of 170bhp to fall within the 15CV taxation band. Citroën was the world leader in passenger car aerodynamics at the time, the SM's class-leading drag coefficient enabling it to reach 140mph (225km/h), making it the fastest front-wheel-drive car ever at that time.

The man responsible for styling the SM was Robert Opron, who had managed to persuade the Citroën management that it would be a good idea to have a prestige Gran Turismo at the top of the range. His portfolio while at Citroën would include overseeing the GS and CX ranges, as well as face-lifting the immortal DS. Fuel injection arrived in 1972; an automatic transmission option became available the following year; and the engine was enlarged to 2,974cc before the model was prematurely (some would say criminally) axed in 1975 following Citroën's acquisition by Peugeot, by which time a total of 12,920 had been produced. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

This 3.0-litre automatic transmission SM was purchased from City Garage (José Dula) in Courtepin, Switzerland in July 2005, at which time the odometer reading was recorded as 79,350 kilometres. Offered with copies of the City Garage advertisement, the car has been stored since acquisition and will require re-commissioning before returning to the road. A wonderful opportunity to acquire one of these 20th Century motoring icons.



Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF25,000 - 40,000
To be sold without reserve**

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



147 †

1989 FERRARI TESTAROSSA

Chassis no. ZFFSA17S000082194

- *Delivered new to Switzerland*
- *Two owners from new*
- *Fewer than 23,600 kilometres from new*
- *Most recent service September 2021 (including timing belts)*
- *Complete with original service books*



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

Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' 512 Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine. Reflecting Ferrari's racing heritage, the latter had first appeared in 4.4-litre form in the 365 GT4 BB having been developed using experience gained from the Maranello firm's World Championship-winning, flat-12 Formula 1 and sports-racing units. As deployed in the Testarossa, this unique engine now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 290km/h (180mph).

Rivalling Lamborghini's Countach for presence, the Pininfarina-styled Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied - styling devices. A larger car than the 512BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.



Finished in classic Rosso Corsa with black interior, this example of Ferrari's epoch-defining supercar dates from 1989, by which time the early cars' controversial high single mirror (monospecchio), which gave good rearwards visibility but could obscure oncoming traffic, had been replaced by two conventional mirrors mounted lower down on the 'A' posts.

Despite its supercar credentials the Testarossa is a capable Grand Tourer, and this relatively little used and well-maintained example would be the perfect companion for long weekend trips. Chassis number '82194' was delivered new by Autodiffusion in Geneva, Switzerland to its first owner, Mr Alain Hotz, only passing to its second owner (the current vendor) in 2021. The Testarossa currently has fewer than 23,600 kilometres showing on the odometer and comes with its fully stamped service book. The latter records the first service, carried out by Ferrari Lausanne on 7th July 1995 at 11,000 kilometres; the second service by Toni Auto in Maranello on 16th June 2015 at 21,200km; and the third service by Garage Pierre-Alain Burnier near Lausanne on 28th September 2021 at 23,282 kilometres. The 2021 service included a change of timing belts as recorded in the service book.

Swiss delivered new, presented in very nice condition and sold with Swiss Carte Grise and all its original books, this exceptional Testarossa wants only for a new owner eager to enjoy the unique sound and performance of its glorious 'flat 12' engine.

CHF115,000 - 150,000

Please note this lot will be subject to additional VAT on the hammer price.

148 Ω

1964 PORSCHE 356C CABRIOLET

Chassis no. 161391

Engine no. 716071

- *Matching numbers engine and chassis*
- *Four owners from new*
- *Delivered new to France by Sonauto*
- *On static display since acquisition in 2007*



Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Convertible D production being undertaken by Drauz of Heilbronn. By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions and an engine now standardised at 1,600cc. Convertible D production transferred to d'leteren of Brussels. Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting four-wheel disc brakes - first seen on the 2-litre Carrera 2 - among numerous detail improvements. Engines available - both of 1.6 litres - were the 75bhp 'C' and 95bhp 'SC', the latter replacing the Super 90.

Currently in the hands of only its fourth owner, this matching-numbers 356C Cabriolet was sold new via Sonauto to a Mademoiselle Marguerite Lehoux of Paris and in 1972 was purchased from her by the Parisian concessionaire, Garage Gauthier. The car remained in its next owner's private collection for the following 33 years, covering only 95,000 kilometres, before being acquired by the immediately preceding owner in 2005.

In May 2007, the Porsche was offered for sale at Bonhams' Monaco auction (Lot 148) where it was purchased by the current owner. At that time the car was stated to benefit from a recent complete engine rebuild and superb repaint in Slate Grey by Automobilia in Reims, while the delightfully patinated Havana Brown leather interior was said to be original except for the fitted carpets and hood. A 75bhp model, the car comes complete with rare Karmann hardtop, chromed wheels and optional heater.



Porsche's classic 356 in its most desirable Cabriolet configuration, the car is offered with copies of old French registration documents, bills, and Contrôles Technique. Stored since acquisition, the car will require re-commissioning before returning to the road.

CHF80,000 - 120,000
To be sold without reserve

Please note that if this vehicle is to be imported into Switzerland, Swiss Customs charges (Duty, Car Tax and VAT) will apply at roughly 12.5% of the Purchase Price. Included in this is the Swiss Duty which is calculated on the weight of the vehicle and shall be CHF 15 per 100 kg. Also included is Swiss Car Tax at 4% and this is calculated on the total Purchase Price (Hammer + Buyers Premium). Swiss VAT will then be applicable on the aggregated amount of the Hammer Price, Buyer's Premium, Swiss Duty and Swiss Car Tax at a rate of 7.7%. Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



149 Ω

1996 PORSCHE 911 (TYPE 993) TURBO

Chassis no. WPOZZZ99ZTS371675

Engine no. 61T03050

- Numerous Exclusive Department options and special-order colour.
- Supplied new to Saudi Arabia
- 26,151 kilometres recorded
- Requires re-commissioning



"Six years after the end of its production life the 993-model 911 Carrera has become one of the most sought-after Porsches of all time. In just four years in production the last of the air-cooled 911s established an unrivalled reputation for faultless performance, reliability and not least build quality." – 911 & Porsche World, January 2004.

An important landmark in the Porsche 911's continuing development arrived for 1994 with introduction of the Type 993 version, destined to be the last to use the air-cooled engine that had been a distinguishing feature of the 911 since its introduction 30 years previously. Today the Type 993 is regarded by many as the most beautiful 911 of all. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognisably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive Carrera 2/4 models, the legendary Turbo, and the Cabriolet convertible, all powered by the latest 3.6-litre version of Porsche's perennial flat-

six engine. Along with the sleeker bodywork came new multi-link rear suspension that improved both ride quality and roadholding, reducing the 911's characteristic lift-off oversteer. The 3.6-litre engine not only produced more power than before but made it available over a wider rev range thanks to 'Variocam' variable valve timing and variable-length air intakes. The Type 993 was also the first 911 to feature a six-speed gearbox.

This 993 Turbo was delivered new to Saudi Arabia in a highly bespoke configuration including special order paint and interior options. Additional Exclusive Department options include 'Light Rootwood' interior finishes throughout, a custom gear shift knob, leather trimmed instrument binnacle with painted faces and leather trimmed sun visors. External options include the factory sunroof and stainless-steel exhaust tips. According to the factory option codes the car was originally delivered with body coloured alloy wheels which would complete the striking specification. Interested parties should request to see the extensive options list on file which runs to several pages.



Currently displaying a total of 26,151 kilometres on the odometer, this 993 Turbo has been in storage for some time and will require re-commissioning before returning to the road. Accompanying documentation consists of copies of the Porsche vehicle Identification sheets detailing its specification.

Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to the registration requirements in their own jurisdiction. Please contact the department for further information.

CHF70,000 - 110,000
To be sold without reserve

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150 Ω

1963 BENTLEY S3 CONTINENTAL COUPE

Chassis no. BC106LXA

Engine no. 53ABC

- Offered without reserve
- Angled quad headlamp model
- Delivered new to Switzerland
- Subsequently owned in the USA



From the time of the original's introduction on the R-Type chassis in 1952, the high-performance Bentley Continental had been an exclusively coachbuilt car, and by the time of the S2's arrival in 1959 could be ordered with coachwork by the firms of H J Mulliner, Park Ward and James Young. By far the most striking of the S2 Continentals were those bodied by Rolls-Royce's in-house coachbuilder Park Ward, and this design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, would continue on the Continental S3. Quad headlamps were the S3's major styling innovation, and on the H J Mulliner, Park Ward-bodied Continental, were contained in slanting nacelles.

Ordered on 26th September 1962, left-hand drive chassis number 'BC106LXA' was retailed via Garage de l'Athenée in Geneva and first owned by a Mr Ricardo Sicre of Geneva. Copy chassis cards on file reveal that the Continental was originally finished in Velvet Green with black leather upholstery, and that the chassis had been delivered to Park Ward on 24th January 1963. Completion took some nine months. Special features listed include air conditioning; speedometer in MPH; 'Made in England' nameplate; export type rear numberplate; plain Sundym glass throughout; Radiomobile electric aerial; Irvine lap

belts front and rear; centre armrest; rubber inserts to over-riders; and electrically operated door windows. The specification sheet is marked 'for use in USA'. However, another chassis card lists 'speedo in kilos' (sic); UK registration as '647 EGK'; and records the Continental's shipping by air from the UK to Le Touquet, France on 31st October 1963. It seems likely that the original US order was cancelled and the car diverted to Switzerland. In addition to Mr Sicre, only one owner is listed: Irving Wallace Esq of Los Angeles, California, USA from 30th September 1967. Unfortunately, nothing is known of the Bentley's subsequent history and the only other paperwork available is a photocopy of a middle east registration document issued in February 2013, which is when it is believed the current owner acquired the car. On static display since acquisition, this beautiful Continental will require re-commissioning before returning to the road.



Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

**CHF70,000 - 100,000
To be sold without reserve**

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151 Ω

1971 AC 428 FASTBACK COUPE

Chassis no. CFX61

- Offered without reserve
- One of only 51 AC 428 Coupés made
- Left-hand drive
- Present ownership since 2010



The concept of Italian styling coupled with American V8 horsepower was well established by the late 1960s, and no doubt influenced AC Cars' decision to reconfigure its fire-breathing Cobra sports car as a luxury Grande Routière. A Cobra MkIII coil-suspended chassis was extended by 6" in the wheelbase and despatched to Italy to be clothed in elegant steel coachwork by Pietro Frua, the result looking not unlike the latter's Maserati Mistral. The first car, a two-seater convertible, was completed in time for the 1965 Earls Court Motor Show, while the following year's Geneva Salon saw the launch of an even more sensational fastback-styled coupe. The 428ci (7.0-litre) Ford Galaxie engine that gave the model its name produced 345bhp and was capable of delivering all the performance that customers desired. This stupendous engine enabled road testers to record sub-six-second 0-60mph times and 0-100mph times of around 14.5 seconds, with a maximum speed in excess of 140mph. The 428 cost considerably more than the contemporary Aston Martin DB6 resulting in a mere 80 being made between 1966 and 1973.

These 'Continental Expresses' are thus incredibly rare and this example was first delivered new to the Claude Dubois dealership in Brussels, Belgium. A (copy) advertisement on file states that the AC had been kept stored in heated premises since 1977, while the accompanying copy of the bill of sale records that the odometer was showing approximately 6,000 kilometres when the car was purchased by the vendor in 2010. Additional documentation consists of copies of previous advertisements and old Belgian registration papers. Stored since acquisition, the car will require re-commissioning before returning to the road.

CHF70,000 - 100,000
To be sold without reserve



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152 Ω

1952 MERCEDES-BENZ 220 CABRIOLET A

Chassis no. 18701205432

- *Rare and stylish Mercedes-Benz soft-top*
- *One of 1,278 Cabriolet A models made*
- *Present ownership since circa 2012*



"The Type 220 Mercedes-Benz is a car of rare quality and an excellent example of the solid, fast family car which the Stuttgart firm know so well how to make: it gives every sign that it can be depended upon to render good service and it is an abiding pleasure to handle." – The Autocar, 5th February 1954

Introduced at the Frankfurt Auto Show in April 1951, the 220 was in effect a six-cylinder cousin to the 170S on the same 2,845mm wheelbase chassis. The first of this line – the four-cylinder, 1.7-litre 170V – had been introduced back in 1936 and formed the mainstay of Mercedes-Benz production in the immediate post-war years. Running gear was state-of-the-art at the time, comprising an oval-tube backbone-type chassis, swing-axle independent rear suspension, transverse-leaf ifs and hydraulic brakes. Introduced in May 1949, the outwardly similar 170S came with a 1,767cc engine equipped with an aluminium-alloy cylinder head.

Although closely based on the 170S, the 220 featured more modern styling with headlamps integrated into the wings. With 80bhp on tap courtesy of its 2.2-litre overhead-camshaft engine, the 220 saloon was good for a top speed of around 140km/h (87mph) - as was the Cabriolet B - with 145km/h (90mph) attainable by the drophead coupé-styled Cabriolet A. In the best Mercedes-Benz tradition, both convertible models were exceptionally well equipped. Of cabriolets, the 'A' design of 'long bonnet/short cabin' is by far the most attractive and desirable variant of all and production amounted to only 1,278 units in five years. It is hardly surprising that today these models are both rare and highly sought after.

This Mercedes-Benz 220 Cabriolet A has been stored since acquisition in around 2012, the car will require re-commissioning before returning to the road.

Please note that this vehicle is not offered with any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

CHF60,000 - 90,000
To be sold without reserve



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153 Ω

1976 ROLLS-ROYCE CAMARGUE COUPE

Chassis no. JRE25619

- Offered without reserve
- Flagship model
- One of the most exclusive of all Rolls-Royces
- One of only 531 built



"Where the Camargue differs from all the previous Rolls-Royces is in the shift from the formal chauffeur-driven car as the flagship of the Rolls-Royce fleet to this impressive and luxurious two-door saloon. No longer does the millionaire who wants the most expensive Rolls-Royce have to forego the pleasure of driving." – Autocar, 8th March 1975.

Styled by Pininfarina of Italy, the Rolls-Royce Camargue was launched in 1975 to a mixture of awe and disbelief. Was this audaciously styled car, its lines reminiscent of the Continental sports saloons of the past, really worth almost twice as much as the Silver Shadow on which it was based? The company's flagship, the Camargue was priced at 50 percent above the Corniche and, like the latter, used an up-rated version of Rolls-Royce's dependable, 6,750cc pushrod V8 engine. In keeping with tradition the power output remained undisclosed but most testers reported a healthy improvement in acceleration above 70mph and a top speed in excess of 120mph. Rolls-Royce's advanced split-level air conditioning system was introduced with the Camargue, later becoming standard on the Shadow II range. In all other respects though, the interior remained the traditional 'Gentlemen's Club on Wheels', with acres of walnut embellishment and finest-quality leather. As range-topping models, the Camargue and Corniche were also the first to feature Rolls' revised rear suspension and ride height control.

Camargue production was shared between Mulliner, Park Ward in London and the Crewe factory for the first few years before being concentrated at the latter plant from 1978. Produced at the rate of around one car per week, the Camargue was an exclusive model even by Rolls-Royce standards, output totalling only 531 units by the time production ceased in 1986. Its price at the finish? A cool £83,122 or close to £249,000 (approximately €298,000) at today's prices! This Camargue comes with a photocopy of a middle east registration document issued in 2013, which is when it is believed the car was acquired by the owner. This elegant and exclusive motor car has been on static display since acquisition and will require re-commissioning before further use.

Please note that this vehicle is offered without any original registration documents, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

CHF60,000 - 90,000
To be sold without reserve



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154 Ω

1975 JENSEN INTERCEPTOR CONVERTIBLE

Chassis no. 23111653

- Offered without reserve
- One of 506 Convertibles built
- Purchased in the USA in 2007



Arguably the most glamorous and prestigious of all Interceptor variants, the Convertible represented the West Bromwich manufacturer's highest aspirations at the time of its arrival in 1974. With the Interceptor sports saloon's introduction in 1967, Jensen had switched from fibreglass to steel for its car bodies. Underneath, the preceding C-V8 model's robust chassis, running gear and 6,276cc Chrysler engine remained substantially unchanged. With around 280bhp on tap, performance was more than adequate, The Motor recording a top speed of 140mph (225km/h) with 100mph (161km/h) arriving in 19 seconds. Leather upholstery, reclining front seats, and walnut veneer were all standard features, while automatic transmission was the choice of almost all buyers.

The Series II incorporated revised front suspension, Girling brakes, and a redesigned interior, while the Series III, introduced in 1971, came with a 7.2-litre engine, better seats, central locking, and alloy wheels. For 1974 Jensen adopted an improved, 330bhp version of the 7.2-litre Chrysler V8 on the 'J Series' Series III, which also gained all the equipment, including air conditioning, that had been standard issue on the now-discontinued Interceptor SP. The major development that year, though, was the introduction of the Convertible, which debuted at the Geneva Motor Show in March in mildly updated Series IV form. By this time most other manufacturers had abandoned the convertible ahead of an expected US ban. When the latter failed to materialise, Jensen was left in a strong position, selling 506 Convertibles worldwide over the next three years. Today the Interceptor Convertible is one of Jensen's most sought after models.

This Series IV example of Jensen's timeless classic was purchased by the current owner from well-known and respected Hyman Ltd Classic Cars in the USA in June 2007. Offered with copies of the bill of sale and a Texas Certificate of Title, the car has been stored since acquisition and will require restoration and re-commissioning before further use.

Please note that customs rates to other countries shall vary. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

CHF40,000 - 70,000
To be sold without reserve

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155 Ω

1974 JAGUAR E-TYPE SERIES II V12 ROADSTER

Chassis no. UE1S23317

- Offered without reserve
- Believed delivered new to the USA
- Present ownership since 2004
- Fitted with factory hardtop



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the ultimate version - the 'Series 3' V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more imposing looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and 2+2 coupé versions, both of which used the floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

Almost certainly delivered new to the USA, this Series 3 E-Type was first registered in the UK in 2001 and was purchased by the current owner from UK dealer Peter Jarvis in 2004, since when it has been kept in storage. Offered in need of restoration, the car comes with a copy of its last UK V5 Registration Certificate and its Operating, Maintenance and Service Handbook.

CHF60,000 - 90,000
To be sold without reserve

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156

1998 DUCATI 916

Frame no. ZDM9165012718

Engine no. ZDM916W413216

- One of only 300 made
- Serviced regularly
- 18,850 kilometres recorded
- Last serviced in April 2022



Styled by Massimo Tamburini, the iconic 916 immediately captured the public's imagination on its arrival in 1994 and would go on to establish Ducati as one of the world's foremost brand names. In developing the original Ducati 851 Superbike, the 916's direct ancestor, engineer Massimo Bordi created one of the finest motorcycle power plants ever. Ducati's trademark desmodromic valve system was retained, as was the 90-degree angle between the cylinders. Wrapped around this outstanding engine was a frame consisting of a trellis of straight tubes, whose design has since become standardised throughout the Ducati range. The integration of all these elements was the key to the 916's success: that and a brilliant on-road performance that eclipsed just about everything else around at the time.

In addition to the Strada base model there were a number of limited edition versions of superior specification, one of which - the Senna - commemorated the late Formula 1 World Champion, Ayrton Senna, who had owned an 851 and was a friend of Ducati's owners, the Castiglioni brothers. The Senna first appeared in 1995, differing from the Strada by virtue of its predominantly dark grey colour scheme, 916SPS chassis and running gear, and Pankl con-rods inside the engine. Two further series were produced - the Senna II and Senna III - with different colour schemes and only minor changes before the model was deleted at the end of 1998.

The Senna III offered here is one of only 300 examples of this exclusive model produced and left the factory on 23rd June 1998. Apparently well cared for, the Ducati has been serviced in 2002, 2010, 2014, 2016, 2018, 2019, and 2022. Carried out on 14th April 2022, the last service included the engine, transmission, electrics, and chassis. Currently displaying a total of 18,850 kilometres on the odometer, the machine is described by the vendor as in excellent condition throughout. Accompanying documentation includes the service booklet; old (cancelled) Swiss registration papers; bill of sale; Statement of Conformity; and an expert assessment from 2018. All taxes are paid.

CHF18,000 - 24,000

Conditions Générales

BONHAMS (EUROPE) SA (ci-après "**Bonhams**"), dont le siège est à la rue Etienne-Dumont 10, 1204 Genève, est une société de droit suisse ayant pour but toutes opérations commerciales ou financières relatives à la vente aux enchères publiques et ventes privées de voitures anciennes et de collection et d'objets d'art, la gestion et l'administration de ventes aux enchères en Suisse et dans le reste de l'Europe.

Les présentes Conditions Générales régissent l'inscription et l'admission aux ventes aux enchères organisées par Bonhams, le déroulement des dites ventes aux enchères ainsi que les contrats conclus à l'occasion de celles-ci.

Seule la version française des présentes Conditions Générales fait foi. Toute version dans une autre langue n'est fournie qu'à des fins de convenance.

Les présentes Conditions Générales seront complétées, le cas échéant, par des Conditions Spéciales, propres à chaque vente aux enchères. En cas de contradiction, les dispositions des Conditions Spéciales propres à une vente aux enchères l'emportent sur les présentes Conditions Générales.

Toute personne participant à une vente aux enchères organisée par Bonhams sera réputée avoir lu et accepté sans réserve aucune les présentes Conditions Générales ainsi que les Conditions Spéciales propres à la vente aux enchères concernée.

I. Cadre général

Les ventes aux enchères de Bonhams ont lieu, **en francs suisses et sans garantie**.

Sauf indication contraire, Bonhams agit en qualité de mandataire du vendeur respectif de chaque lot.

II. Lots, catalogue et exposition

Les lots offerts à la vente aux enchères sont inventoriés, estimés et décrits dans un catalogue et, le cas échéant, dans une notice ad hoc.

Si et dans la mesure où ils sont disponibles, des rapports d'état portant sur des lots déterminés peuvent être obtenus sur demande auprès du département concerné de Bonhams.

Les descriptions, informations sur l'état et les estimations sont fournies par Bonhams à titre purement indicatif. Il est notamment souligné que l'état d'un lot peut changer entre le moment de sa description au catalogue et la vente aux enchères. Bonhams s'efforcera, sans qu'une omission n'engage sa responsabilité, de signaler lors de la vente aux enchères tout changement significatif de l'état d'un lot, dans la mesure où Bonhams aurait connaissance d'un tel changement.

Bonhams détient les droits de reproduction de son catalogue. Toute utilisation et/ou reproduction, même partielle, requiert le consentement écrit et préalable de Bonhams.

Conformément à la législation sur le droit d'auteur, Bonhams jouit d'un droit de reproduire ou de représenter une œuvre notamment dans son catalogue de vente, même si les droits de reproduction ne sont pas tombés dans le domaine public.

III. Inscription et admission

Afin de pouvoir valablement enchérir à une vente aux enchères, toute personne doit s'être préalablement inscrite à la vente concernée et avoir été admise par Bonhams à participer à celle-ci en tant qu'enchérisseur.

L'inscription à une vente aux enchères se fait au moyen du formulaire idoine, dûment complété, daté et signé. L'inscription doit parvenir à

Bonhams au plus tard 24 heures avant le début de la vente aux enchères. Au cas par cas, Bonhams peut cependant exceptionnellement et à son entière discrétion déroger à cette règle.

Lorsque l'enchérisseur est une personne physique, une copie d'une pièce d'identité officielle valable ainsi qu'une preuve d'adresse doivent être jointes au formulaire d'inscription.

Lorsque l'enchérisseur est une entreprise ou une personne morale, un extrait à jour du registre du commerce ainsi que la preuve des pouvoirs de l'organe ou du représentant doivent être jointes au formulaire d'inscription.

Bonhams se réserve le droit de requérir des références bancaires et/ou un dépôt de garantie et/ou toute information complémentaire avant de décider si elle admet une personne en tant qu'enchérisseur.

Bonhams peut, à son entière discrétion et sans indication de motif, refuser ou révoquer l'admission d'une personne à une vente aux enchères.

Toute personne admise par Bonhams à participer à une vente aux enchères se verra attribuer un numéro d'enchérisseur.

Toute personne admise à une vente aux enchères sera réputée agir pour son propre compte, sauf si elle mentionne expressément, lors de l'inscription à la vente aux enchères, qu'elle agit pour le compte d'un tiers et qu'elle apporte la preuve des pouvoirs qui lui sont conférés. Représentant et représenté seront tous deux tenus solidairement de toute obligation née en lien avec la vente aux enchères.

Bonhams se réserve le droit de prévoir, notamment à l'appui des Conditions Spéciales, des formalités supplémentaires à respecter pour participer à certaines ventes ou pour enchérir sur certains lots.

IV. Déroulement des ventes aux enchères

Les ventes aux enchères organisées par Bonhams sont dirigées par un commissaire-priseur représentant Bonhams. Toute référence au commissaire-priseur dans les présentes Conditions Générales doit être comprise comme incluant les huissiers judiciaires qui prêteront leur concours à la vente aux enchères.

Les lots sont, en principe, proposés à la vente dans l'ordre croissant de leur numéro.

La mise à prix ainsi que les incréments nécessaires pour surenchérir sont fixés à l'entière discrétion du commissaire-priseur.

Il incombe aux enchérisseurs de manifester, clairement et à temps au commissaire-priseur qu'ils enchérisent pour un lot.

Bonhams offre la possibilité aux personnes admises à une vente aux enchères de formuler des offres d'achat en direct par téléphone ou préalablement à la vente aux enchères par écrit. Un champ spécifique du formulaire d'inscription à la vente aux enchères doit être rempli à cet effet. Sauf mention contraire dans le catalogue de la vente, les enchères en ligne seront possibles pour tous les lots.

En cas d'offre d'achat écrite, Bonhams et/ou le commissaire-priseur formulera pour votre compte les offres d'achat les plus basses possibles, compte tenu d'un éventuel prix de réserve et d'autres offres d'achat faites pour le même lot, jusqu'à atteindre l'offre d'achat maximale mentionnée sur le formulaire.

Lorsque plusieurs offres écrites identiques sont

reçues par Bonhams pour un lot déterminé, la première offre reçue prévaut.

Bonhams ou le commissaire-priseur peuvent, à leur entière discrétion et sans indication de motif:

- Refuser toute offre d'achat;
- Diviser tout lot;
- Retirer tout lot;
- Remettre en vente aux enchères tout lot précédemment retiré.

Lorsqu'un prix de réserve a été fixé pour un lot, le commissaire-priseur peut, à sa seule discrétion, (i) l'adjuger en-deçà du prix de réserve, (ii) enchérir, pour le compte du vendeur, jusqu'à ce que ledit prix de réserve soit atteint, ou (iii) retirer le lot, par un simple coup de marteau, si le prix de réserve n'est pas atteint.

V. Adjudication

Chaque lot sera adjugé à l'enchérisseur ayant soumis l'offre la plus élevée acceptée par le commissaire-priseur, compte tenu d'un éventuel prix de réserve.

La vente d'un lot est conclue par l'adjudication de ce lot par le commissaire-priseur, laquelle adjudication intervient au coup de marteau, accompagné du mot "adjugé".

En cas de contestation au moment de l'adjudication quant à sa validité, le commissaire-priseur peut décider, à sa seule discrétion, d'annuler l'adjudication et de remettre le lot concerné immédiatement en vente aux enchères. Tous les participants à la vente seront admis à enchérir à nouveau.

Par l'effet de l'adjudication d'un lot, le contrat de vente y relatif est conclu entre le vendeur de ce lot et l'adjudicataire, Bonhams n'agissant que comme représentant du vendeur.

Les profits et les risques d'un lot passent intégralement à l'adjudicataire dès l'adjudication. L'adjudicataire ne devient toutefois propriétaire du lot que lors de la remise de celui-ci et pour autant que l'adjudicataire se soit acquitté de la totalité des sommes dues en vertu des conditions régissant la vente aux enchères.

S'agissant d'une vente aux enchères sans garantie, les lots sont vendus dans leur état au moment de l'adjudication, celui-ci étant réputé connu de l'adjudicataire et accepté sans réserve par ce dernier. L'adjudicataire n'aura ainsi aucune prétention contre le vendeur en cas de défaut affectant un lot, sauf s'il établit un dol du vendeur.

VI. Montants dus et paiement

L'adjudicataire d'un lot devra s'acquitter du prix auquel le lot lui a été adjugé ("**Prix marteau**"), augmenté d'une échute dont le détail est fixé dans les Conditions Spéciales propres à chaque vente aux enchères.

Bonhams se réserve en outre le droit de prévoir que certains frais supplémentaires ou taxes spécifiques relatifs à un lot soient supportés par l'adjudicataire.

L'adjudicataire devra également s'acquitter des frais et taxes d'usage, notamment de la TVA calculée selon le droit en vigueur.

Les montants dus par l'adjudicataire sont immédiatement exigibles; Bonhams se réserve le droit de réclamer un intérêt moratoire de 5% l'an à compter du 8e jour calendaire après l'adjudication.

Le paiement des montants dus par l'adjudicataire

doit intervenir en francs suisses. Il peut se faire comptant, au moyen d'une carte de débit tirée sur une banque suisse ou par virement bancaire sur le compte de Bonhams tel qu'indiqué dans les Conditions Spéciales, étant précisé que:

- Les fonds doivent être parvenus à Bonhams au plus tard le 7^e jour calendaire après l'adjudication;
- Aucun paiement en espèces de plus de CHF 5'000.- ne sera accepté. Il en va de même d'un paiement en espèces effectué en plusieurs tranches d'un montant inférieur à CHF 5'000.- mais qui, additionnées, dépassent ce montant;
- Aucun paiement en provenance de tiers ne sera accepté; est considéré comme tiers toute personne autre que l'adjudicataire. Ainsi, tout virement bancaire devra provenir d'un compte bancaire dont l'adjudicataire est personnellement titulaire.

VII. Remise des lots

Aucun lot ne sera remis à l'adjudicataire avant le paiement intégral des sommes qu'il doit en lien avec ce lot ou d'autres lots d'une même vente aux enchères.

Les lots devront être retirés par l'adjudicataire à ses frais et risques.

VIII. Demeure de l'adjudicataire

Lorsque les montants dus par l'adjudicataire en lien avec un lot ne sont pas intégralement acquittés dans les sept jours calendaires qui suivent l'adjudication, le vendeur peut, le cas échéant par l'intermédiaire de Bonhams, se départir du contrat par simple déclaration écrite.

Une telle déclaration peut intervenir à tout moment durant les trente premiers jours calendaires de la demeure de l'adjudicataire, sans qu'une mise en demeure ne soit nécessaire. Au-delà, une mise en demeure est nécessaire pour que le vendeur puisse se départir du contrat, le cas échéant par l'intermédiaire de Bonhams.

Lorsque le vendeur se départ du contrat, l'adjudicataire demeure tenu à l'égard de Bonhams du paiement de l'échute, ainsi que de tous frais dus en application des conditions de la vente aux enchères.

L'adjudicataire répond aussi bien à l'égard du vendeur qu'à l'égard de Bonhams de tout dommage causé par sa demeure. Il devra notamment s'acquitter de tous frais liés à la conservation du lot, y compris, le cas échéant, les frais de transport jusqu'au lieu de conservation.

IX. Lutte contre le blanchiment d'argent et sanctions

Toute personne ou entité participant à une vente aux enchères garantit qu'elle n'est pas elle-même – ni qu'elle n'est détenue ou contrôlée directement ou indirectement par une personne ou entité étant:

- objet d'une quelconque sanction ordonnée ou appliquée par le U.S. Department of the Treasury's Office of Foreign Assets Control, le U.S. Department of State, le Conseil de sécurité des Nations Unies, l'Union européenne, le Her Majesty's Treasury, le Conseil fédéral suisse ou toute autre autorité de sanction pertinente ("**Sanctions**" et "**Partie sanctionnée**").
- située, organisée ou résidente dans un pays ou territoire qui fait l'objet, ou dont le

gouvernement fait l'objet, de Sanctions, soit notamment l'Iran, la Corée du Nord, le Soudan et la Syrie ("**Pays sous Sanctions**").

L'adjudicataire garantit que les fonds utilisés pour son achat n'ont aucun lien avec une activité punissable, notamment la soustraction d'impôts ou la fraude fiscale, le blanchiment d'argent ou le financement du terrorisme et qu'il n'est pas sous enquête, ni n'a été accusé ou condamné en lien avec toute activité punissable.

Toute personne ou entité qui agit comme représentant d'une autre ("**Mandant**") garantit que:

- Elle a conduit en ce qui concerne le Mandant une *due diligence* appropriée eu égard aux dispositions applicables en matière de sanctions et de lutte contre le blanchiment d'argent.
- Le Mandant n'est pas une Partie sanctionnée et n'est pas détenu, partiellement détenu ou contrôlé par une Partie sanctionnée, n'est pas situé, organisé ou résident dans un Pays sous Sanctions, et la personne ou entité agissant comme représentant n'a pas de raison de penser que le Mandant est sous enquête ou qu'il a été accusé ou condamné pour blanchiment d'argent, terrorisme ou d'autres infractions.
- Les fonds utilisés pour l'achat ne sont pas liés ni ne sont issus d'un acte punissable, notamment de la soustraction d'impôts ou de la fraude fiscale, du blanchiment d'argent ou du financement du terrorisme; et
- Les objets achetés via Bonhams ne sont pas achetés pour, ni achetés en vue d'être utilisés de quelque manière que ce soit pour, faciliter la violation des dispositions fiscales, anti-blanchiment et anti-terrorisme; et
- Elle consent à ce que Bonhams se fie à sa *due diligence*, s'engage à conserver les documents relatifs à sa due diligence pendant au moins 5 ans et à mettre ces documents à disposition d'un auditeur indépendant pour inspection au cas où Bonhams lui en ferait la demande.

Bonhams se réserve le droit de demander des informations concernant toute personne avec laquelle elle traite et d'identifier l'origine des fonds qu'elle reçoit. Dans l'hypothèse où Bonhams n'aurait pas terminé ses vérifications en matière de lutte contre le financement du terrorisme, de lutte contre le blanchiment d'argent ou d'autres contrôles financiers ou d'identité concernant soit le vendeur soit l'enchérisseur, Bonhams aura le droit, à sa satisfaction et à sa discrétion, de conserver les lots et/ou le produit de la vente, de reporter ou d'annuler toute vente et de prendre toute autre mesure requise ou autorisée en vertu du droit applicable, sans responsabilité ni envers le vendeur, ni envers l'enchérisseur.

X. Protection des données

Bonhams s'engage à traiter toute donnée personnelle conformément à sa politique de confidentialité et au droit en vigueur, en particulier la Loi fédérale sur la protection des données (LPD, RS 235.1), l'Ordonnance relative à la Loi sur la protection des données (OLPD, RS. 235.11) et, le cas échéant, le Règlement (UE) 2016/679 relatif à la protection des personnes physiques à l'égard du traitement des données à caractère personnel et à la libre circulation de ces données (RGPD).

La politique de confidentialité de Bonhams est disponible en ligne sur le site www.bonhams.com ou peut être obtenue sur simple requête écrite

(Bonhams (Europe) SA, 10, rue Etienne-Dumont, 1204 Genève) ou par email (info@bonhams.com).

XI. Exclusion de responsabilité

Bonhams décline toute responsabilité, sous réserve d'un dol ou d'une faute grave de sa part.

Bonhams décline en particulier toute responsabilité:

- S'agissant de l'exhaustivité et de l'exactitude de toute information, estimation et/ou description des lots, qu'elles soient fournies par écrit (p.ex. dans le catalogue, un addendum, un rapport d'état), oralement ou autrement;
- En lien avec tout défaut affectant un lot;
- En lien avec les offres d'achat écrites;
- En lien avec les enchères par téléphone ou en ligne;
- En lien avec toute conversion d'un montant dans une devise autre que celle de la vente aux enchères;
- S'agissant du respect par le vendeur et/ou par l'adjudicataire des conditions de la vente aux enchères ou de la législation en vigueur.

XII. Exclusion de garantie

Bonhams s'affranchit, pour le compte du vendeur de chaque lot, de toute garantie autre que celle dérivant de son dol (art. 234 al. 3 du Code des obligations, CO, RS 220).

XIII. Nullité

Les clauses des présentes Conditions Générales sont indépendantes les unes et des autres de sorte que la nullité totale ou partielle de l'une des clauses ne saurait entraîner la nullité des autres.

XIV. Droit applicable et for

Les présentes Conditions Générales, les ventes aux enchères auxquelles elles s'appliquent ainsi que les contrats conclus au cours de celles-ci sont régis par le droit suisse, à l'exclusion du droit international privé suisse et des traités internationaux.

Sous réserve de dispositions impératives et du recours au Tribunal fédéral suisse, tout litige en lien avec une vente aux enchères organisée par Bonhams sera soumis à la compétence exclusive des tribunaux genevois. Bonhams sera toutefois autorisée à agir à sa seule discrétion devant tout autre tribunal compétent selon le droit de la juridiction concernée.

General Terms and Conditions

BONHAMS (EUROPE) SA (hereafter "Bonhams"), with its registered office at rue Etienne-Dumont 10, 1204 Geneva, is a company governed by Swiss law aiming any commercial and financial operations relating to public auctions and private sales of vintage and/or collector cars and art work, as well as the management and administration of auctions in Switzerland and the rest of Europe.

The General Terms and Conditions stipulated below govern the registration and the admission to the auctions organized by Bonhams, the conduct of the auctions as well as the contracts concluded at such auctions.

Only the French version of these General Terms and Conditions is legally binding. Any other version in another language is provided for convenience purposes only.

These General Terms and Conditions will be completed, as the case may be, by Special Terms and Conditions, specific to each auction. In case of inconsistencies, the provisions of the Special Terms and Conditions relating to the concerned auction shall prevail on the present General Terms and Conditions.

Any person participating to an auction organized by Bonhams is deemed to have read and approved without any reservation the present General Terms and Conditions, as well as any Special Terms and Conditions relating to the relevant auction.

I. General framework

Bonhams' auctions take place in Swiss francs and are without warranty.

Unless otherwise specified, Bonhams acts as the agent of the respective seller of each lot.

II. Lots, catalogue and viewing

The lots offered at the auction are inventoried, estimated and described in a catalogue and, as the case may be, in any saleroom notice.

If and to the extent available, condition reports of determined lots may be obtained upon request to the relevant department at Bonhams.

The descriptions, information on the condition and the estimations are provided by Bonhams for informational purposes only. In particular, it is stressed that the condition of a lot may change between the time of its description in the catalogue and the auction. Bonhams will endeavor, bearing in mind that any omission would not engage its liability, to report at the auction any material change in the condition of a lot, to the extent that Bonhams is aware of such change.

Bonhams holds the reproduction rights of its catalogue. Any use and/or reproduction, even in part, requires Bonhams' prior and written consent.

In accordance with the copyright legislation, Bonhams has the right to reproduce or represent an art work in particular in its sale catalogue, even if the reproduction rights are not in the public domain.

III. Registration and admission

In order to validly bid at an auction, any person must register beforehand to the concerned auction and be admitted by Bonhams to participate thereto as a bidder.

The registration to an auction shall be made by using the appropriate form, duly completed, dated and signed. The registration must reach Bonhams at the latest 24 hours before the start of the auction. On a case-by-case basis, Bonhams may, however, exceptionally and in its sole discretion,

deviate from this rule.

When the bidder is a private person, a copy of a valid official identity document and proof of an address must be attached to the registration form.

When the bidder is a company or a legal entity, an up-to-date extract from the commercial register and proof of the powers of the body or proxy must be attached to the registration form.

Bonhams reserves the right to request banking references and/or a guarantee deposit and/or any additional information before deciding if it admits a person as a bidder.

Bonhams may, in its sole discretion and without providing any explanation, refuse or cancel the admission of a person to the auction.

Any person admitted by Bonhams to participate at an auction will receive a bidder number.

Any person admitted at the auction will be deemed to act on its own behalf, unless it mentions explicitly at the time of the registration to the auction that it is acting on behalf of a third party and brings proof of the powers conferred upon it. The proxy and the person being represented will be jointly liable for any obligation arising out of the auction.

Bonhams reserves the right to stipulate, in particular in the Special Terms and Conditions, additional formalities to comply with in order to participate to certain auctions or to bid on certain lots.

IV. Conduct of the auction

The auctions organized by Bonhams are conducted by an auctioneer representing Bonhams. Any reference to the auctioneer in these General Terms and Conditions shall be understood as including the bailiffs assisting the auction.

The lots are, in principle, offered for sale in ascending order of item number.

The starting price as well as the necessary increments to outbid are determined at the auctioneer's sole discretion.

It is the responsibility of bidders to make clear to the auctioneer, in good time, that they are bidding on any lot.

Bonhams offers the possibility to the persons admitted to the auction to submit bids directly by telephone or in writing before the auction. A specific field of the registration form must be filled in for this purpose. Online bidding will also be available for all lots, unless noted otherwise in the catalogue.

In case of written bids, Bonhams and/or the auctioneer will bid at the lowest level possible on your behalf, subject to any reserve price and others bids made for the same lot, up to the highest bid indicated in the form.

If several identical written bids are received by Bonhams for a determined lot, the bid received first prevails.

Bonhams or the auctioneer may, at their sole discretion and without any explanation:

- Refuse any bid;
- Divide any lot;
- Withdraw any lot;
- Place again on auction any lot that has been previously withdrawn.

When a reserve price has been set for a lot, the auctioneer can, in its sole discretion, (i) sell it below the reserve price, (ii) bid, on behalf of the seller, until the reserve price is reached, or (iii) withdraw the lot, by a simple hammer fall, if the reserve price is not reached.

V. Allocation of the lots

Each lot will be allocated to the bidder who has submitted the highest offer accepted by the auctioneer, taking into account any applicable reserve price.

The sale of the lot is concluded by the auctioneer's allocation of such lot, which allocation shall occur upon the hammer fall, accompanied by the word "sold".

In case of challenge at the time of the allocation as to its validity, the auctioneer may decide, in its sole discretion, to cancel the allocation and to place again the concerned lot immediately into auction. All participants to the auction shall be allowed to bid again.

By the allocation of a lot, the sales contract relating thereto is concluded between the seller and the winning bidder, to the extent that Bonhams is only acting as the seller's agent.

The benefits and risks of a lot are entirely transferred to the winning bidder upon the allocation. The winning bidder, however, becomes the owner of the lot only upon its handing-over and provided that the winning bidder has settled any amounts owed in accordance with the terms governing the auction.

Considering that it is an auction without any warranty, the lots are sold in their condition at the time of the allocation, which condition shall be deemed known to the winning bidder and accepted without reservation by the latter. The winning bidder will thus have no claim against the seller in case of a defect affecting a lot, subject to the seller's willful misconduct.

VI. Amounts owed and payment

The winning bidder of a lot will have to pay the price for which the lot has been allocated to it ("Hammer Price"), increased by a premium, the detail of which is set out in the Special Terms and Conditions relating to the relevant auction.

Bonhams reserves its rights to further stipulate that certain additional costs or specific taxes relating to a lot must be borne by the winning bidder.

The winning bidder must also pay the costs and usual taxes, in particular the VAT calculated in accordance with the applicable law.

The amounts owed by the winning bidder are immediately due; Bonhams reserves the right to claim a default interest of 5% as of the 8th calendar day after the allocation.

The payment of the amounts owed by the winning bidder must be made in Swiss francs. Payment may be made in cash, debit card drawn on a Swiss bank or by bank transfer to Bonhams' account as set out in the Special Terms and Conditions, it being specified that:

- The funds must reach Bonhams at the latest on the 7th calendar day following the allocation;
- No payment in cash above CHF 5'000.- will be accepted. This also applies where a payment in cash is made in several installments smaller than CHF 5'000.-, but which exceed such

amount when added;

- No payment originating from a third party will be accepted; any person other than the winning bidder shall be deemed a third party. Thus, any bank transfer must be executed from a bank account held personally by the winning bidder.

VII. Handing-over of the lots

No lot will be handed over to the winning bidder before all amounts owed by the latter in relation to such lot or any other lot stemming from the same auction are paid in full.

The lots must be retrieved by the winning bidder at its risks and expenses.

VIII. Default of the winning bidder

If the amounts owed by the winning bidder in relation to a lot are not paid in full within 7 calendar days following the allocation, the seller may, as the case may be through Bonhams, withdraw from the contract by a simple written declaration.

Such a declaration may occur at any time during the first 30 calendar days of the winning bidder's default, without a formal notice of default being necessary. Beyond this point, a formal notice of default is necessary in order for the seller to withdraw, as the case may be through Bonhams, from the contract.

If the seller withdraws from the contract, the winning bidder remains liable towards Bonhams for the payment of its premium, as well as any costs owed in accordance with the terms and conditions of the auction.

The winning bidder is liable towards both the seller and Bonhams for any damage resulting from its default. The winning bidder shall in particular settle any costs relating to the storage of the lot, including, as the case may be, the transportation costs until the place of storage.

IX. Anti-money laundering and sanctions

Any person or entity participating in an auction warrants that it is neither itself, nor owned or controlled directly or indirectly by a person or entity being

- subject to any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, the Swiss Federal Council or any other relevant sanctions authority ("Sanctions" and "Sanctioned Party")
- located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria ("Sanctioned Country").

The winning bidder warrants that the funds being used for its purchase have no link with criminal activity including without limitation, tax evasion or fraud, money laundering or terrorist financing, and that it is not under investigation for neither has been charged nor convicted in connection with any criminal activity.

Any person or entity acting as agent for another party ("Principal") undertakes and warrants that:

- it has conducted suitable customer due diligence into the Principal under applicable sanctions and anti-money laundering laws and regulations;

- the Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, is not located, organized or resident in a Sanctioned Country and the Seller has no reason to suspect that the Principal is under investigation, has been charged or convicted with money laundering, terrorism or other crimes.
- funds used for the purchase are not connected with or derived from any criminal activity, including without limitation tax evasion or fraud, money laundering or terrorist financing; and
- items purchased through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable tax, anti-money laundering or anti-terrorism laws and regulations; and
- it consents to Bonhams relying upon the Seller's customer due diligence, undertaking to retain records of its due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event Bonhams requests it to do so.

Bonhams reserve the rights to make enquiries about any person it transacts with and to identify the source of any funds received from it. In the event Bonhams has not completed its investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either the seller or the bidder, Bonhams shall be entitled, to its satisfaction at its discretion, to retain lots and/or proceeds of the sale, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability neither to the seller, nor to the bidder.

X. Data protection

Bonhams undertakes to treat all personal data in accordance with its privacy policy and the applicable law, in particular the Federal Act on Data Protection (FADP, RS 235.1), the Ordinance relating to the Federal Act on Data Protection (OFADP, RS 235.11) and, as the case may be, the EU Regulation 2016/679 relating to the protection of individuals with regard to the processing of personal data and the free movement of such data (GDPR).

The Privacy Policy of Bonhams is available online on the website www.bonhams.com or can be obtained by a simple written request (Bonhams (Europe) SA, 10, rue Etienne-Dumont, 1204 Geneva), or per email (info@bonhams.com).

XI. Exclusion of liability

Bonhams disclaims all liability, subject to wilful misconduct or gross negligence on its part.

Bonhams disclaims in particular any liability:

- As regards the completeness and accuracy of any information, estimation and/or description of the lots, whether provided in writing (e.g. in the catalogue, an addendum, a condition report), orally or otherwise;
- Relating to any defect of a lot;
- Relating to any written purchase bids;
- Relating to any bids by telephone or online bids;
- Relating to any conversion of an amount into a currency other than the one of the auction;

- As regards the seller's and/or the winning bidder's compliance with either the terms and conditions of the auction or the applicable law.

XII. Exclusion of warranty

Bonhams disclaims, on behalf of the seller of each lot, any warranty other than the one resulting from wilful misconduct (art. 234 para. 3 of the Swiss Code of Obligations, RS 220).

XIII. Severance clause

The clauses of these General Terms and Conditions are independent from each other so that the entire or partial nullity of any one of such clauses cannot lead to the nullity of the others.

XIV. Governing law and jurisdiction

These General Terms and Conditions, the auctions to which they apply and the contracts concluded in the course of such auctions shall be governed by Swiss law, to the exclusion of Swiss private international law and international treaties.

Subject to mandatory provisions and appeal to the Swiss Federal Tribunal, any dispute in connection with an auction organized by Bonhams will be subject to the exclusive jurisdiction of the Geneva courts. Bonhams shall, however, be entitled to act in its sole discretion before any other court having jurisdiction under the law of the relevant jurisdiction.

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AUCTIONEERS SINCE 1793



THE ZOUTE SALE[®]

Entries invited

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 9 October 2022



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ENQUIRIES

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LA PAIRE DE LUNETTES - PILOTE — SIGNÉE 8JS
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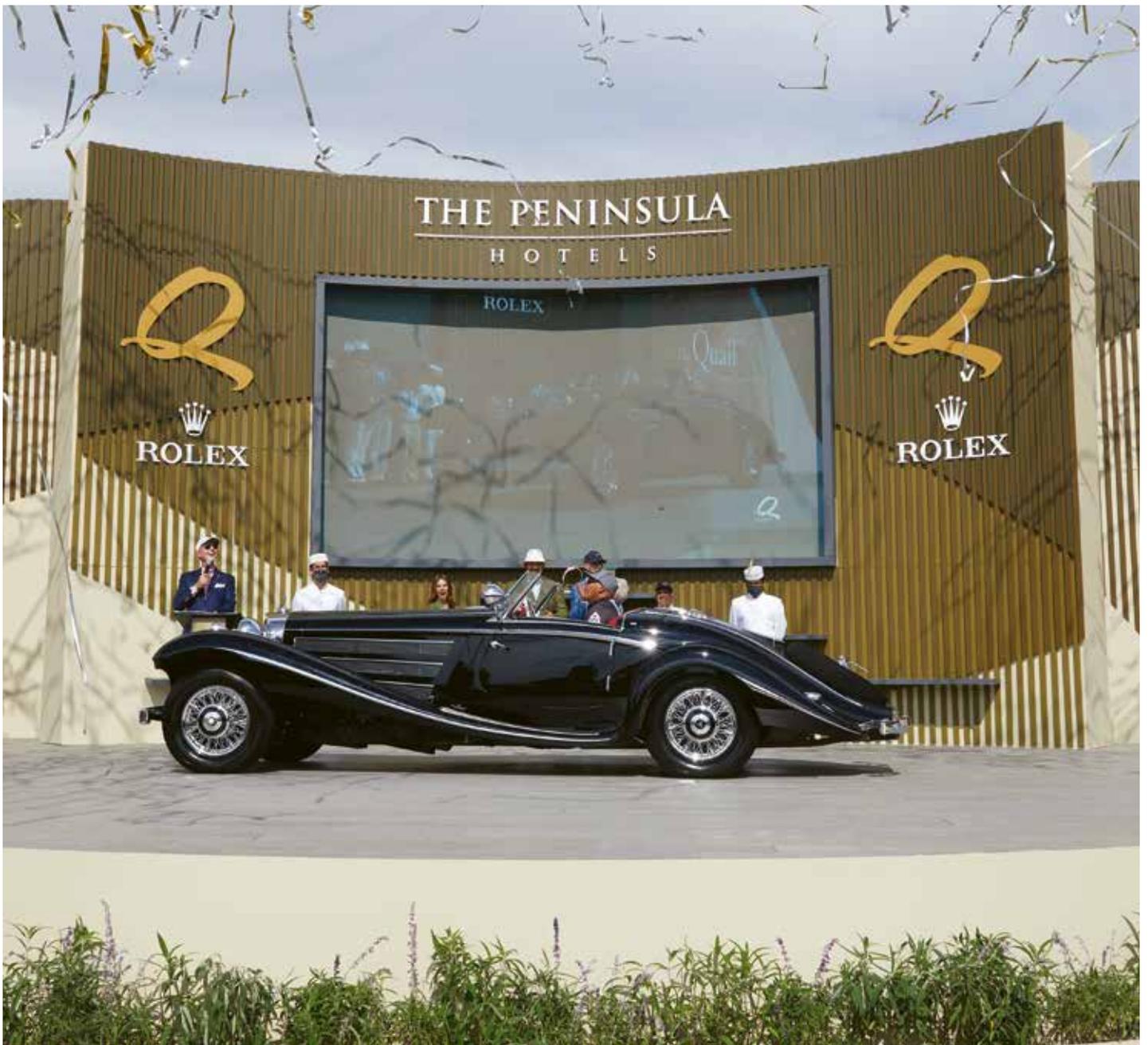


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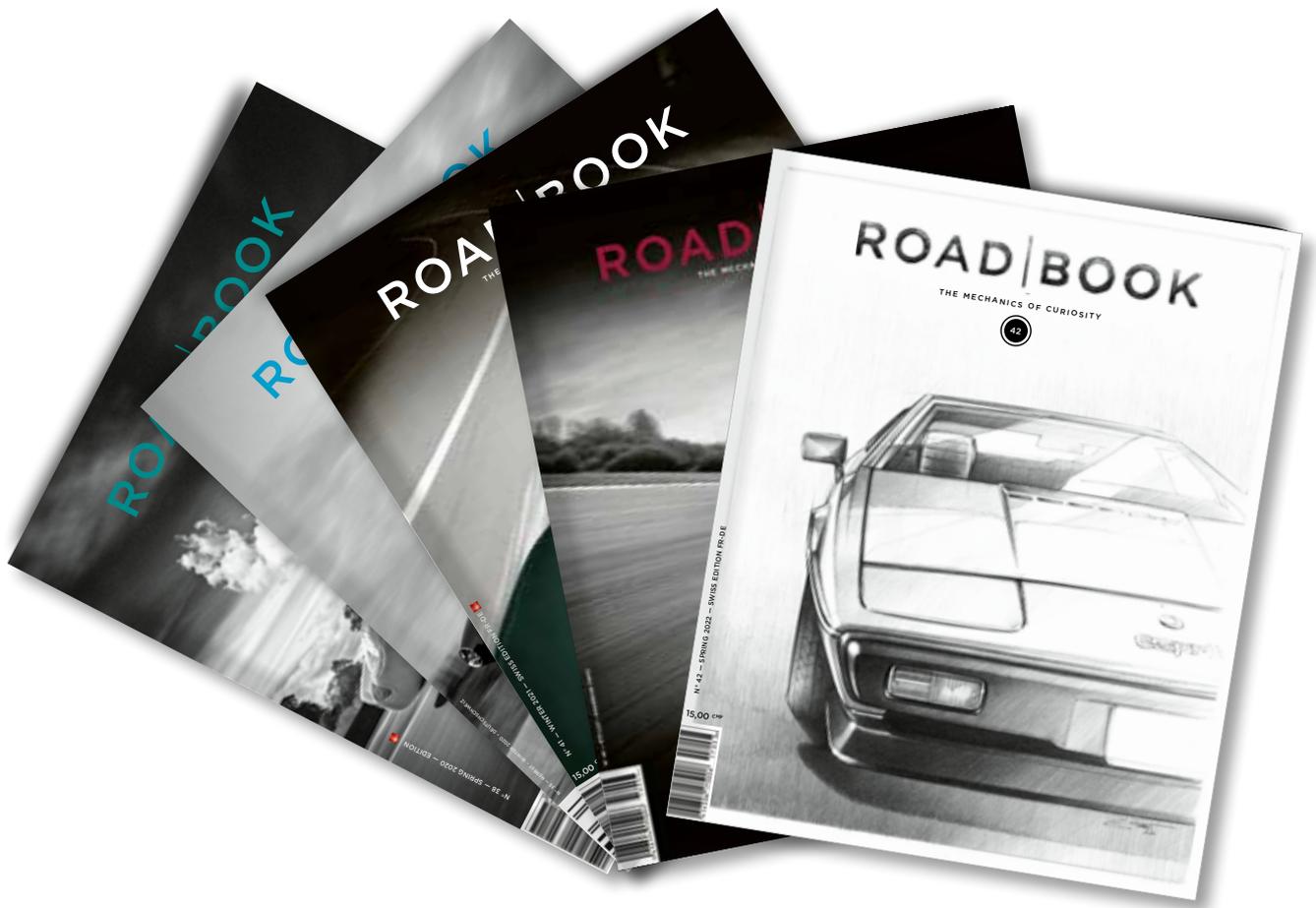
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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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

Bonhams

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

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Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com. We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties. If you do not want to receive such information (except for information you specifically requested) please tick this box Would you like to receive e-mailed information from us? if so please tick this box

Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, 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 or completed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: The Gstaad Sale	Sale date: 3 July 2022
Sale no. 27530	Sale venue: Gstaad Palace

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
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The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
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	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
Please answer all questions below	
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners	
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): <input type="checkbox"/>	
Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement <input type="checkbox"/>	
Are you acting in a business capacity? Yes <input type="checkbox"/> No <input type="checkbox"/>	If registered for VAT in the EU please enter your registration here: <input type="checkbox"/> <input type="checkbox"/> / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/>

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

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Bidder/Agent's (please delete one) signature:	Date:

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

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

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

Veuillez entourer le mode d'enchère ci-dessus.

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Cette vente aux enchères sera conduite conformément aux conditions générales de vente de Bonhams et les enchères et les achats lors de la vente aux enchères seront réglementés par ces conditions. Vous devez lire les conditions conjointement avec les informations importantes relatives aux ventes aux enchères. Avant de signer le présent formulaire, veuillez à poser toutes les questions que vous pourriez avoir concernant les conditions. Ces conditions contiennent également certains engagements de la part des enchérisseurs et des acheteurs et limitent la responsabilité de Bonhams envers les enchérisseurs et les acheteurs.

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Lorsque nous obtenons des renseignements personnels vous concernant, nous les utiliserons uniquement conformément aux conditions de notre Politique relative à la confidentialité (sous réserve des consentements particuliers supplémentaires que vous aurez pu nous donner au moment de la communication de tels renseignements). Vous pouvez consulter notre Politique relative à la confidentialité sur notre site Internet (www.bonhams.com) ou demander à en recevoir un exemplaire par la poste en contactant notre service client à l'adresse suivante : Customer Services Department, 101 New Bond Street, Londres W1S 1SR Royaume-Uni ou par courriel à info@bonhams.com

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Titre de la vente aux enchères: The Gstaad Sale		Date de la vente: 3 juillet 2022												
N° de la vente: 27530		Lieu de la vente: Gstaad palace												
<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												
Code postal		Pays												
N° de téléphone portable		Téléphone (jour)												
Téléphone (soir)		Télocopie												
Numéro(s) préféré(s) pour les ordres d'achat par téléphone (indicatif de pays compris)														
Adresse courriel (en lettres majuscules)														
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Je m'inscris pour faire des offres en tant que particulier <input type="checkbox"/>		Je m'inscris pour faire des offres en tant que client professionnel												
Si vous êtes inscrit à la TVA au sein de l'UE, veuillez saisir ici votre numéro : □□□ / □□□□ - □□□□□ - □□□		Veuillez cocher la case ci-contre si vous vous êtes déjà inscrit chez nous												

Remarque : tous les appels téléphoniques sont enregistrés.

Téléphone ou ordre d'achat en cas d'absence (T/A)	N° de lot	Description succincte	Offre d'achat maximale en Euros (hors prime et TVA)	Ordre d'achat de sécurité*

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Votre signature:

Date:

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N.B. Seuls les paiements provenant d'un compte dont le titulaire porte le même nom que celui indiqué sur la facture et le formulaire d'inscription aux enchères seront acceptés. Veuillez envoyer par courriel ou télécopie le formulaire d'inscription aux enchères et les renseignements demandés à l'adresse suivante :

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